

THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y) 354-360 Fourth Ave., New York

Vol. LXXIII, No. 10

New York, June 3, 1922

Whole Number 1676

TOPICS - OF - THE - DAY

(Title registered in U S Patent Office for use in this publication and on moving picture films)

THE BULL MOOSE STIRRING AGAIN

CHEERING SIGNS of party health are seen by hopeful Republican organs in the political revolutions in Indiana and Pennsylvania, where the Republican voters are so powerful, in fact, that they beat their own party machine.

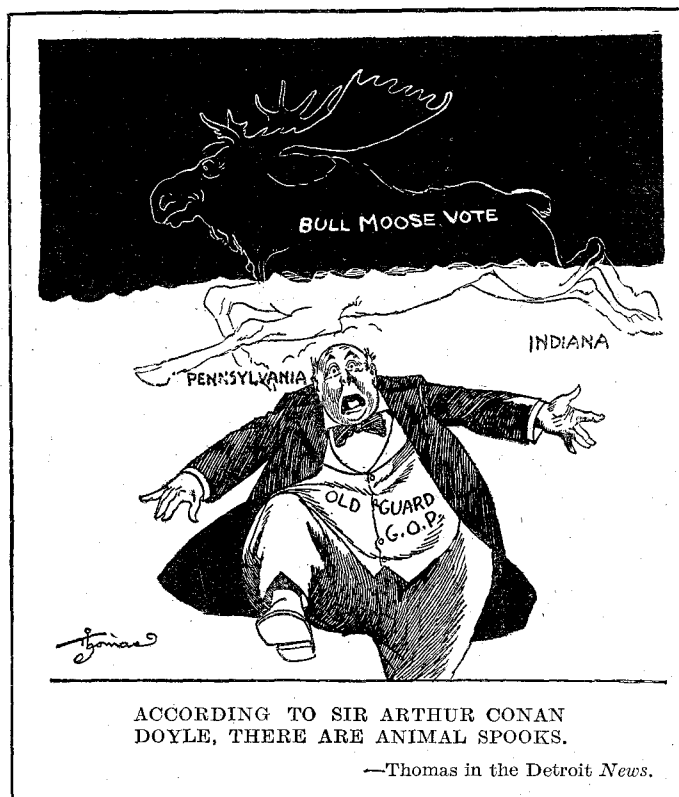
What, then, will they do to the Democrats in November? The logic may seem air-tight, yet the Democratic press take the same record, turn it over, play the tune on the other side—and find it a Democratic Victory March. Riffing over the Democratic exchanges and glancing here and there at the big headlines, we see: "REPUBLICAN MACHINE SMASHED IN PENNSYLVANIA"; "G. O. P. PANIC GROWS"; "REPUBLICANS FACING FIGHT TO HOLD HOUSE"; "THE OLD GUARD REELS"; "GLOOM THICK AT CAPITAL." The headlines, indeed, recall 1910. Democratic editorials predicting victory in the next Congressional and Presidential elections; Republican editorials denouncing a Republican tariff measure; attacks on Congressional leadership; reports of anti-machine candidates winning fights against the Republican organization—these things remind Democratic editors of the

memorable days when Taft was President, Theodore Roosevelt was returning from Africa, and Gifford Pinchot and Albert J. Beveridge were leading the attack upon the Administration.

But if Democratic journals find so striking the resemblance between the political happenings of the spring of 1910 and those of the present season in the way of Democratic local successes, primary defeats for Republican State machines and "regular" leaders, and the unpopularity of a Republican Congress, their conclusions are not shared by most of their Republican contemporaries. The latter observe that 1910, like 1912, is ancient history, that the party is strongly reunited, that everybody is now "regular," that the Administration is efficient and popular, that lively primary fights and the capture of nominations by able and progressive men are mighty healthy signs. On two points, however, there does seem to be agreement—that the voters are not altogether pleased with all that the present Congress is doing or leaving undone, and that the women voters are making themselves felt most unmistakably. Moreover, there is a very general editorial recognition of something stirring among

the Republican voters which recalls the attitude of mind characteristic of the "insurgent," the "Progressive," and the "Bull Moose."

In one fortnight the powerful Republican State machines of Indiana and Pennsylvania are conclusively defeated by two of the foremost Roosevelt lieutenants of 1912; the Ku Klux Klan barely missed capturing the Oregon Republican primaries; independent candidates are said to be threatening such veterans as Lodge and McCumber; "third party" movements are reported from Western Republican States. Something, observes the *Springfield Republican* (Ind.), "is whipping up an unexpected wind over the broad reaches of Republicanism." "Pinchot, with a reflection of the Roosevelt halo on his political brow, inevitably suggests" to the *New York World's* (Dem.) Washington correspondent "a re-crudescence of the Progressive movement in his party." The *New York Herald* (Ind.) comes to the conclusion that "the spirit of Liberal-Insurgency is still a force to be reckoned with in American politics." "The



mere announcement that a former Progressive is going to enter a primary must send shivers down the spine of those in control of the party machinery," thinks the *New York Evening Post* (Ind.). From now on, says the Worcester (Mass.) *Labor News*, "the old gang" will be made to "hustle for their lives."

"Yesterday was a bad day for us Tories," remarked Senator Moses (Rep.) the day after the Pinchot victory in Pennsylvania, and, according to the *Philadelphia Record's* (Dem.) Washington correspondent, "this well summarized the feelings of the Republican conservatives." On the other hand, as Charles Michelson reports in a *New York World* dispatch:

"The out-and-out Progressives among the Republicans are chortling in their joy over the rebirth of Progressivism. From now on to Election Day there will be Progressive candidates springing up all over the country, for the speed-wagon is clearly indicated as the vehicle to get aboard of for a real political joy ride, and if they do pretty well this time, there will be something doing in 1924."

Progressive Republican Senators like Borah, Lenroot, Capper,

Norris, McNary and Hiram Johnson acclaim the Pinchot victory as a remarkable triumph of progressivism. And in a Washington dispatch to the *New York Times*, an unnamed Republican Senator is reported as saying:

"There must be a rehabilitation of the Republican Party in the nation, or there will be a third-party movement in 1924.



This is the lesson of the primaries held thus far, and it is not too late for the President to do something to stop the wave of protest. The people are not party followers any longer. They are now voting for their own interests, demanding economy in Government and representatives who stand for business methods in public affairs."

The emphatic support given Progressive Republican leaders in such tests as we have had can be interpreted in only one way, says the *Columbus Ohio State Journal* (Rep.), namely, "that Republican dissatisfaction with the way things have been going under Old Guard control is wide-spread and deep-seated." And the *New York Globe* (Ind.), with an eye to the parallelism between the conditions of to-day and those of 1910, declares:

"It is no secret that the Harding Administration has repeated many of the sins done under the name of President Taft. The appointments made have been as reactionary. Such men as Senator Spencer of Missouri have foisted impossible candidates upon the President. The continued presence of Governor E. Mont Reily in Porto Rico is an open scandal. The nomination of Nat Goldstein of Lowden money fame was even more than Goldstein himself could endure. Then there was the overt disregard of civil service in the Bureau of Engraving, and the attempt to 'Hardingize' public employment. Worst of all is the tariff measure, a projected plan vastly less intelligent than President Taft's revision upward.

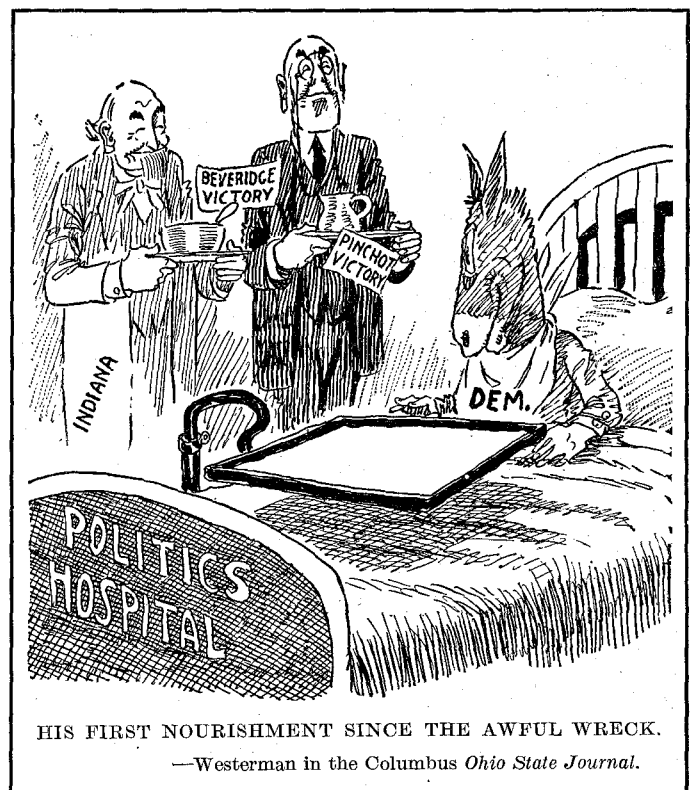
Against such patent evils, and, more than that, against the spirit suspected of favoring large business interests at the expense of the nation, the mind of the nation is set."

In most States, the *Cleveland Plain Dealer* (Dem.) would have us remember, "there are remnants of the fighting progressive faction of ten years ago, inactive but not extinct." The

Democratic *Boston Post*, *Brooklyn Citizen* and *Richmond Times-Dispatch* agree that Republican voters are in revolt against conservative party leadership. The *Old Guard*, we read in the *New York World* (Dem.), "is now facing two years of factional war for the control of the Republican Party in 1924, with the odds steadily increasing against it." The *Chicago Journal* (Dem.) goes so far as to declare that "the Republican Party is badly split; how far the break will go no prophet can say, but the forces which came together to win the overwhelming victory of 1920 have separated."

In this situation, of course, many Democratic papers see a Democratic opportunity. The Democratic corpse that was "drowned eighteen months ago" is now "walking around almost as saucy as ever," observes the *Baltimore Sun* (Ind. Dem.), and signs of renewed Democratic strength are likewise envisaged by the *Birmingham Age-Herald* (Dem.), *Charleston News and Courier* (Dem.), *Buffalo Times* (Dem.), *New York American* (Ind.) and *Syracuse Herald* (Ind.). In the cities of the country, says Mark Sullivan, the *New York Evening Post's* political expert, there is clearly "a trend away from the Republicans to the Democrats," which he thinks may be partly due to the dissatisfaction with the Volstead Act and its enforcement. Cordell Hull, Chairman of the Democratic National Committee, commenting on the recent primary elections, comes to the conclusion that "the Democratic party will soon step into control and give the country that full measure of intelligent and practical relief that it did after 1912."

But lest Democrats be too complacent, the *Baltimore American* (Rep.) warns them that "there is food for thought for both parties" in the Pinchot victory. Yes, admits the *Brooklyn Eagle* (Ind. Dem.), "the spirit that rises to overthrow the Republican machine in Pennsylvania is precisely the same that may rise to overthrow the Democratic machine in Georgia and Texas. It



is a growing spirit all over America unless we are much mistaken." The *Raleigh News and Observer* (Dem.) likewise feels that in both parties "political bosses and political machines in cahoot with selfish interests are headed for the scrap heap."

Similar reflections lead the *New York Journal of Commerce* to call for a conservative third party, and the *Socialist New York Call* to tell the workers to form themselves into a radical party

Join the Socialists. In the West and Northwest, reports the *Independent Indianapolis News*—

"There are a good many third-party movements, distinct from one another, as a result of dissatisfaction arising from different causes, that will have Congressional tickets in the field. Notably is this the case in Idaho, Nebraska, North Dakota and Wisconsin. The amount of strength such movements will

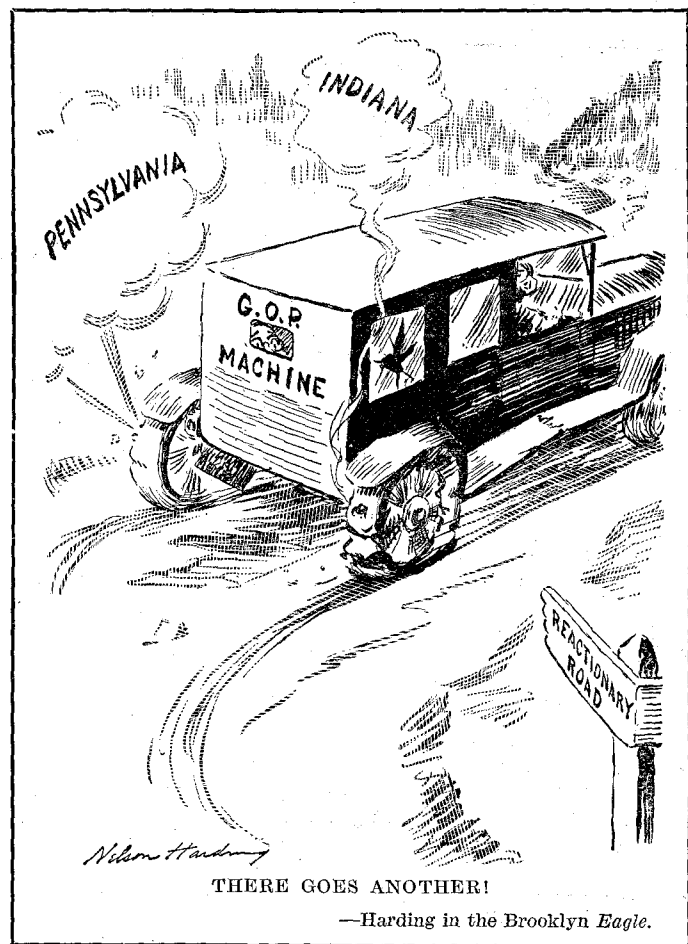


develop can not at this time be measured, but it is by no means improbable that some of their candidates will be elected."

Some Republican papers, it has been noted, answer their Democratic friends by calling attention to weaknesses in both party organizations; others retort that these primary results in States like Indiana and Pennsylvania do not show weakness in the party organization, but, if anything, are signs of strength. President Harding, they point out, considers both Mr. Pinchot and Mr. Beveridge most loyal supporters. Mr. Pinchot tells the reporters that he is quite sure that his vote in Pennsylvania is "not a repudiation of President Harding." The nomination of men like Pinchot and Beveridge, says the Republican *New York Tribune*, *Albany Knickerbocker Press*, *Troy Record* and *Cincinnati Times-Star*, is a grand thing, showing that the party is progressive, alert and calling on its best men for places of leadership. The *Washington Post*, a generally accepted mouthpiece of the Administration, looks upon the suggestion that these recent primaries show a survival of the differences of 1912 as "absurd" and "ridiculous." Both Beveridge and Pinchot, it insists, were nominated by and as Republicans, and were supported by both progressives and "regular" Republicans. Both "declared themselves whole-hearted supporters and champions of the National Administration," and "the reasonable deduction" to make from their success "is that Republicans everywhere are alert, progressive, united, and confident of another national victory." So important a Democratic daily as the *Louisville Courier-Journal* admits that if, as in Indiana and Pennsylvania, the more liberal and progressive Republican elements "are to come into control, it will mean the return to health of a great party"; and it disagrees with some of its Democratic contemporaries by predicting that there will be no split, since Harding, "being a follower instead of a leader," is likely, if he sees the tide sweeping his party from its

Old Guard moorings, to "jump in and float or attempt to float with the tide."

And now that Congress is mentioned, it must be set down that there appears a very wide inclination, mostly, of course, among critics of the party in power, to find in the results of recent primaries, Congressional elections, and local elections evidence of wide-spread popular dissatisfaction with the record of the present Republican Congress. Nearly everybody in Washington, writes F. W. Wile to the *Philadelphia Public Ledger* (Ind.), accepts these things "as an undeniable expression of popular discontent with the Sixty-seventh Congress." Louis Seibold particularizes in a dispatch to the *New York Herald* (Ind.). He believes the voters resent the "economic bludgeoning" tariff and "the bonus raid on the public treasury," two proposals which "are of Congressional origin." He adds that the tariff is beginning to develop something like an insurgent movement among the Republican members of Congress. Independent papers in New England like the *Providence Journal*, *Boston Globe*, and *New Haven Journal-Courier* bear witness to the strong feeling of resentment on the part of the voters over "the conduct of the leaders in the two branches of the Congress"; in the words of the *New Haven daily*, "at the McCumbers in the Senate, and the Mondells and Fordneys in the House of Representatives." In *New York The Evening Post* (Ind.) and *The Commercial* agree with *The Wall Street Journal* that "the incompetence of Congress" is beginning to call down the wrath of the voters. Lest any one should think that this state of mind is confined to the East, we may note the *San Francisco Argonaut's* (Ind. Rep.) brief summa-



tion of the case: "Congress has acted badly—badly in respect of its promises, badly in regard to its immediate duties, badly with respect to the President." "It would be idle to deny or to seek to disguise the fact," adds the *San Francisco weekly*, that in the results of recent Republican primaries "there is a portent of Republican disaster in the elections that are ahead of us."

It may be a long way from the Garden of Eden to the banks

of the Wabash and the Pennsylvania mining-towns. But recent primary post-mortems repeat the familiar words uttered by our first parent when he tried to account for his fall from sinlessness—"The woman thou gavest me—it's all her fault." Yes, the women did it, say both Senator Watson, speaking for the defeated organization in Indiana, and the manager of the defeated candidate in Pennsylvania. Yes, we did it, say Mrs. Pinchot and the women whose organization helped to swamp the machine in the Keystone State. Essentially, declares the Philadelphia *North American* (Prog. Rep.), one of the many Pennsylvania newspaper supporters of the Forester, "the nomination of Pinchot was a victory won by the women." That is:

"They made the campaign what it was, and it was their concentrated vote which saved the State from passing under the sway



of a new combination of bosses. They have demonstrated that they will not be herded like sheep. They have revealed that they possess a higher sense of political morality than the men, and will not suffer it to be drugged by appeals to condone wrongdoing and tolerate misrule for the sake of 'loyalty to the organization.'"

In Indiana, the independent South Bend *News-Times*, under an editorial heading, "Page Mr. Adam," declares that "the woman vote probably went very largely to Mr. Beveridge," because of Senator New's vote in favor of seating Senator Newberry of Michigan, and because these "simple-minded" women voters are "simple enough to appreciate high ideals, lofty purpose and plain every-day honesty." Moreover, observes the Indiana daily, we may as well "write it down that the women will always 'do it' when there is a clear-cut issue which involves fundamental morals: on minor things they may divide, on plain questions of solid virtues never."

While women have identified themselves with the parties, they have, writes David Lawrence, in a Washington dispatch to the New York *Evening World*, "shown little sign of becoming thick and thin party supporters." Continues this well-known political correspondent:

"Women are believers in the direct primary system and will fight tooth and nail a return generally to the convention system of electing candidates, and they are identifying themselves with the Progressive wing of each of the parties and will reserve for themselves the right to swing from one branch of the party to the other, indeed from one party to another, depending upon which is the more progressive."

THE PRESIDENT'S MOVE AT THE TWELVE-HOUR DAY

WHEN PRESIDENT HARDING invited forty-one leaders of the iron and steel industry to dine with him at the White House and discuss the feasibility of abolishing the twelve-hour workday in the steel mills, public opinion as reflected in the press was virtually unanimous in its applause. The immediate result was an admission by the steel magnates that the abolition of the twelve-hour day was desirable "if, and when, practicable," and their promise to appoint a committee to investigate and report on the subject. Some commentators, it is true, note that the President's move may be interpreted in terms of politics as well as of humanitarianism. Thus a Washington correspondent of the Democratic New York *World* reports that in the capital, where facts are likely to be looked at through a political atmosphere, "cynical observers theorize that the dinner was calculated to serve a double purpose—charming the purse-bearers and pleasing the labor people, who have been acting harshly toward the G. O. P. in recent political battles." From the same correspondent we learn further that—

"In some quarters, and particularly among the trades unionists, there was a disposition to regard the steel dinner as a sequel to the Indiana and Pennsylvania primaries. Senator New's defeat is attributed largely to the vote of the Hammond and Gary steel workers, and the millmen of Pennsylvania are claiming the credit of Pinchot's nomination. . . .

"The Republicans have been greatly worried at their prospects in the industrial States; particularly New England, where the strikes are regarded as politically menacing."

The twelve-hour day is "the most inhuman feature of American industry," declares the New York *Globe* (Ind.), which sees hope for its abolition "in the fact that an implied promise has been publicly made to the people and to the Administration." In taking this problem in hand at the outset of a trade revival, remarks the New York *Times* (Dem.), President Harding has shown himself "as forethoughtful as he is liberal and humane." Another Democratic paper, the New York *World*, comments sarcastically on the development, under the present Administration, of "government by dining," which it characterizes as "an admirable social practise and a pleasant variation of the system of consulting the best minds"; and it suggests that "next it may be the turn of oil or chemicals or cotton goods to sit at the President's table." To the Socialist Milwaukee *Leader* the steel dinner is "merely a press-agenting effort to bolster up President Harding's political fortunes." "It may be that politics enters into the President's efforts for industrial conciliation and cooperation," concedes the independent New York *Evening Post*, but "if this is politics, it is nevertheless a case of politics coinciding with wisdom and national interest." "It is obviously the President's desire to inaugurate an era of good feeling between capital and labor, and it is obvious that he wants capital to take the lead," adds *The Post*.

"There can be nothing but praise for either the motive or the method" of the President in this case, avers the Washington *Star* (Ind.), which predicts that "public attention now will be centered on this industrial wrong as it never has been centered before, and the steel mill-owners will find themselves spurred on by a growing volume of public sentiment." "The worthiness of the President's intent can not be called into question," declares the Newark *News* (Ind.), which goes on to say:

"It is pretty small business to go back of the fact and impute political motives to the Executive as wishing to salve labor and to get big business more willing to chip in for campaign funds. The President and his Cabinet are greatly concerned about the industrial condition of the country. It is their business to be. If the twelve-hour day in the steel business is to be done away with, then the time to do it is before, not after, business gets into full swing again, according to the President's views."

President "has done a real service" in this matter, remarks the *City Star* (Rep.), which adds:

"He has no legal authority to act. But, like Roosevelt, in dealing with the coal strike, he is acting as spokesman for enlightened public opinion. When a President acts in this capacity he is likely to have his way."

The twelve-hour day "has been one of the chief grievances of the steel workers and one of the conditions of employment that has been most condemned by impartial investigators," the *Springfield Republican* reminds us. It recalls also that ten years ago the stockholders of the United States Steel Corporation accepted a report of a special committee urging the reduction of long hours of labor for its employees. To quote *The Republican* further:

"As to whether the 12-hour day has any justification on the ground of economic necessity, it is perhaps enough to recall that it was abandoned some years ago by the steel industry in Great Britain, following vigorous agitation by the labor unions, accompanied by an agreement to accept a reduction in pay commensurate with the reduction in hours."

It has been found practicable also, says the *New York Evening Post*, in a number of American steel-mills—"the Colorado Fuel and Iron Company, the Inland Steel Company, the International Harvester Company, the Ford Plant, and others."

The man who works twelve hours a day, other papers point out, can have no home life, nor can he accept the responsibilities of citizenship. He has no time to devote to his religious duties, to his children, or to social recreation. He has time, in fact, to do little but work, eat and sleep. While only a fraction of all the men working in steel-mills work twelve hours a day, the number thus employed by the United States Steel Corporation alone, the *New York Herald* states, is about 70,000. To quote *The Herald* further:

"To many of them twelve hours of work has become a fixt part of life. Many of them do not work continually through the long stretch. Some have periods of rest between 'heats' in the open-hearth furnaces. Others working under great pressure or a heat of 120 degrees, are 'spelled.'"

"But there are some men who work steadily for twelve hours. It is such conditions as these that President Harding must have had in mind when he sent for the steel captains and when he said that 'if we have in America conditions under which men may produce and enjoy life with something of luxury as well as the necessities, we shall have a contented citizenship.'"

Our steel manufacturers, says the *New York Times*, "have based their labor costs not upon a modern and American standard of living, but on a standard that is medieval, Asiatic." The question of changing this, declares the *New York Evening Journal*, "is solely up to Mr. Gary and his confreres." Mr. Hearst's paper goes on to say:

"They have prevented the formation of labor organization in the steel industry, so the men can not fight for themselves."

"The Federal Government can not help them, for successive Supreme Court decisions—the latest the one annulling the Federal Child-Labor Law—have declared that the States alone can regulate working conditions in industry."

"The States can not help in reducing the twelve-hour shift in the steel business, for the Supreme Court has declared State laws limiting the hours of men's work to be unconstitutional, because such laws interfere with a man's free right of contract."

That difficulties will be encountered in shifting from the twelve to the eight-hour day, many papers admit. One obstacle, some of the President's dinner guests explained to him, is that most of the men now working twelve hours are foreigners who want to work long hours in order to receive high pay, make a "stake," and return to their mother countries. It has been figured, says the *Kansas City Star*, that if the reduction of hours necessitated an increase of only 35 per cent. in the working force, and if the men were paid as much for eight hours as they now are for twelve, the added expense to the United States Steel Corporation would be about \$61,000,000 a year.

TRUCE OF THE IRISH FACTIONS

THE CRITICAL SITUATION IN ULSTER, Michael Collins now admits, was the real reason behind the Irish Free State-Republican agreement providing for cooperation between the Collins and De Valera factions in the coming election. Conditions in the northern province, despite the presence in Belfast streets of large bodies of British troops



and 2,000 police with motor trucks and armored cars, were going from bad to worse; sixty murders in three days, including a member of the Ulster Parliament, indicated to both Collins and De Valera that something must be done to prevent a war of extermination. Moreover, the credit of Ireland was being weakened abroad. It was agreed, therefore, that the Government of South Ireland should be placed in the hands of a coalition cabinet composed of five adherents of the Irish Free State and four followers of De Valera. The fact that De Valera seconded the motion for an election on June 16, which he had bitterly opposed, and stressed the need for unity in Ireland, is pointed out by the Dublin correspondent of the *New York World* as "the mark of real unity."

But has Collins secured peace with the De Valera Republican faction at the price of fresh trouble with England and Ulster? In signing an agreement that precludes a test of strength between the Collins pro-treaty party and the De Valera anti-treaty faction, have these two leaders incurred the displeasure of Sir James Craig, Ulster Premier, and Winston Churchill? Altho undoubtedly glad of an armistice, Sir James declares that the compact has changed the whole situation, and that his Government will not enter into negotiations with any boundary commission representing Southern Ireland; that what territory the Ulster Government has it will hold. Mr. Churchill, Colonial Secretary, moreover, is said to hold that the Collins-De Valera pact is an infraction of the spirit if not the letter of the British Treaty. The issue of whether the treaty is acceptable to the

people of Ireland has been sidetracked, maintains Mr. Churchill, who believes, according to the London correspondent of the *New York Tribune*, that there can be no real peace in Ireland until the people put the De Valera Republicans in their place and put an end to terrorism. Another point which is said by this correspondent to be worrying the British Government is the threat of the Republican faction that if they are beaten in the South of Ireland they will continue to stir up trouble in Ulster.

Whether the Collins-De Valera agreement represents a triumph for either party still remains a question. It is freely admitted in Ireland that the Provisional Free State Government, realizing that an armed minority could prevent any government from functioning, has made large concessions. In fact, the *Irish World* (New York), claims a victory for the Irish Republic. De Valera, however, declares that he and Collins "regard the agreement not as a triumph of one section of opinion over the

agreed election of a coalition Government for Ireland." Great Britain's views, as reflected in the London *Chronicle*, are thus set forth in a cable to the *New York Times*:

"Technically, and perhaps constitutionally, no objection can be raised to the agreement; but the spirit of the treaty agreement, as understood by the British Government, was that the first Southern Irish elections should show whether or not the South is in favor of the Irish treaty. For after those elections the Irish Provisional Government is to bring forward a Free State Constitution and the Imperial Parliament, after determining that it is within the terms of the treaty, is to ratify and enact it, thereby presenting a new Constitution for the Free State. The South was then to hold their second elections under the Constitution, this time to set up their Constituent Assembly.

"By this new Irish coalition agreement, the British Government may be put in the extraordinary position that since the first elections will not declare the true opinion of the South, whether pro-treaty or pro-republic, a Constitution may be presented to Southern Ireland by the Imperial Parliament and may be rejected in Ireland by the second elections. Indeed, the Irish Coalition Ministry before the second election might break upon this issue."

Nevertheless, we are told by the Dublin correspondent of *The Times*:

"The agreement between Collins and De Valera has been received with universal approval. It has come as a great relief to Ireland, already tired of conferences with continuous wranglings, bickerings and personalities. It will be bad news, it is felt, for the brigands, murderers and looters, whose evil campaign must end."

"Time is on the side of the Free State Government," notes the *New York Evening Post*; "it softens old animosities, and may bring a rapprochement with Ulster. Moreover, it exposes the shallow fanaticism of De Valera." "Now we shall see whether Mr. De Valera has any moral influence over the more radical Republican element," observes the *New York Herald*, "for he must, in honor, urge the irreconcilables to stop making war on the Free State." "If this peace is made real; if Catholics and Protestants in Ulster can be persuaded to stop murdering each other, influential forces in Ulster may even begin to work for a single Government for all Ireland," believes the *New York Evening Mail*.

Other editors, however, are not so optimistic over the agreement. "The pact will probably prevent further bloodshed outside of Ulster," concedes the *Gaelic American* (New York), "but it will leave the political situation as chaotic as it was before—unless the Labor Party elects a large number of candidates at the June election." "Incidentally," points out this Irish paper, "the agreement reveals the hollowness of the claim of the De Valera crowd that they were fighting for a Republic. There seems to be no doubt that their object has been all along to get as much control of the Government of Ireland as possible, when they saw they could not obtain complete control." Yet, as the *New York World* reminds us, "common sense dictated some sort of compromise between the two factions at Dublin, altho the agreement settles nothing for long and is a makeshift arrangement."

"For the greater part of Ireland's troubles the pact will do no more than put off the evil day of reckoning between Free State men, moderate Republicans, and the bitter die-hards of Republicanism" agrees the Philadelphia *Public Ledger*. As this well-informed paper sees the situation:

"Neutral opinion holds that the Free State has to-day an overwhelming majority of Irish votes if it were possible to hold a fair, honest, peaceful election unmenaced by gunmen. Enemies of the Free State have prevented such an election; and somehow and for some reason never made wholly clear the Free State either can not or dare not put the fortunes of settlement to the test and go through with an election.

"If this is the Irish idea of settling the Irish question, it still will be with us in the year 2000 A. D."



other, but as a peace triumph of the Irish nation." The articles subscribed to by the two leaders and their associates are:

"First—That a national coalition panel, for this the Third Dail Eireann, representing both parties in the Dail and in the Sinn Fein organization, be sent forward on the ground that the national position requires entrusting the Government of the country into the joint hands of those who have been the strength of the national situation during the last few years without prejudice to their respective positions.

"Second—That this coalition panel be sent forward as from the Sinn Fein organization, the number from each party being their present strength in the Dail.

"Third—That the candidates be nominated through each of the existing party executives.

"Fourth—That every and any interests are free to go up and contest the election equally with the National-Sinn Fein panel.

"Fifth—That constituencies where elections are not held shall continue to be represented by their present deputies.

"Sixth—After the election the executive shall consist of a President, elected as formerly; Minister of Defense, representing the army, and nine other Ministers, five from the majority party and four from the minority party, each party to choose its nominees. The allocation will be in the hands of the President (Mr. Arthur Griffith).

"Seventh—That in the event of the coalition Government finding it necessary to dissolve, a general election will be held as soon as possible on adult suffrage."

Under the British Treaty the Provisional Government must end before December 6, and meanwhile the British Parliament must ratify the treaty and pass the Constitution Bill. When Collins said, however, that the two parties "must put an end to 'border,'" and that "if the agreement imperils the treaty with England, then we shall face that situation," his words were interpreted by the London correspondent of the *New York Tribune* to mean that "the treaty may be thrown into the discard if the British Government attempts to interfere with the plan for an

WHY WE LEND LIBERIA \$5,000,000

DISAPPROVAL of the Congressional vote to lend \$5,000,000 to the little negro republic of Liberia, on the west coast of Africa, seems to focus on the terms of the loan rather than on the loan itself. These terms, we are told, establish a virtual protectorate over this African republic, and, as the *New York Nation* sees it, "impose a most immoral servitude upon the Liberian people." Moreover, declares this liberal weekly, "the business of committing the United States to defend jungle frontiers against the British and French is going too far." The *New York Tribune* also thinks it unfortunate that the conditions under which we propose to advance the money "are such as to make the United States the receiver for Liberia." "Do we wish to extend into Africa?" asks *The Tribune*. "No," declares Representative Harry St. George Tucker, of Virginia, who predicts that the American people will condemn this "remarkable" proposition on the ground that it "must lead us into untold entanglements," thereby "increasing the chances of war."

Other observers, however, share the *Providence Journal's* conviction that "the signature of Secretary Hughes to the agreement made with the Government at Monrovia ought to be sufficient to convince questioners that the terms are businesslike as well as generous." "The simple truth about this loan situation," writes President Harding in a letter to the Ways and Means Committee, "is that our Government is unable to deal with the Republic of Liberia in that good faith which is becoming a great Republic like ours." He reminds Congress that the loan of \$5,000,000 was pledged to Liberia by the Wilson Administration in 1918, when the Negro Republic joined the Allies by declaring war against Germany.

This money was originally intended as a "war loan," but, as the *Providence Journal* remarks—

"It ought to be agreed that it is better to have the money devoted to permanent public improvements than to have had it burnt up in war. To penalize Liberia by cutting off the loan because it was not consumed in hostilities would seem hardly fair. The little country suffered economically as a result of the war, and in part as a result of her stand as a belligerent on our side."

The same paper reminds us that historically Liberia is a protégé of the United States, having had its origin, long before the Civil War, in a movement to set up a home for freed slaves.

The terms of the proposed loan, says *The Nation*, were agreed upon at Washington last October by Secretary Hughes and by plenary commissioners of the Liberian Republic. These terms, avers *The Nation*, "make Liberia in fact a servile American colony, ruled by a financial commissioner to be named by the President of the United States." We read further:

"This financial commissioner will collect and disburse all Liberian revenues; he will determine the size of the Liberian police and military force, which will be commanded by American Army officers; he will have power to veto any item in the Liberian budget, to order any financial legislation passed which he may desire, to dismiss any employee of the Liberian customs, tax, or treasury devices at will; he will limit the annual expenditures of Liberia to a total of \$560,000, a fifth of which, \$109,700, must go to pay the salaries of 22 American officials, and more for their expenses. He will himself receive a salary 25 per cent. larger than that received by the Secretary of State of the United States. In short he will be the well-paid dictator of Liberia, subject to no Liberian control and only in a very distant manner to control by the United States."

The Nation concedes that "here, if there ever was one, is a case for the United States to give genuinely disinterested help," and that such help "would, under the circumstances, necessarily involve some American supervision of customs." But it argues that we should not "impose upon a tiny African republic a loan which has no fixt date of termination, and which puts the absolute control of the republic for the period of the loan in the hands of an American official."

NIPPING A COAL PANIC IN THE BUD

A SOFT-COALBUYERS' PANIC, with the "skyrocketing" prices which would affect industry and retard or reverse business recovery, was nipt in the bud, according to Washington dispatches, when Secretary of Commerce Hoover called into conference the coal operators from whose mines is coming more than fifty per cent. of the coal that is being mined by non-union workers during the strike. That the bituminous coal situation was "loaded with dynamite" was admitted by Secretary Hoover at the conference, and when he told the operators that "the soft-coal industry must govern itself or the Government would take a hand," as one paper puts it, the Secretary's voluntary price control plan was accepted. The temporary scale of prices agreed upon to prevent profiteering in the weeks to come is roughly based upon the war prices fixt by the Garfield Fuel



Administration in 1917. This would establish mine prices of bituminous coal ranging from \$2 to \$3 per ton, whereas recent prices have reached \$4.50 per ton, we are told. In view of the fact that existing stocks of soft coal total 40,000,000 tons, while non-union production is said to be increasing, there is no justification for an increase in price, maintains Secretary Hoover. At the conference he pointed out that—

"At the present time the price of coal has risen unduly in certain districts, while in other districts there is an insufficiency of orders to employ the mines full time. There are very large stocks of coal in the country in the possession of consumers, and the problem is one of coordination and cooperation. The reports of certain wholesalers that there is a shortage of coal are untrue and designed to further their personal ends."

"In 1920 nothing was done until coal had mounted from \$9 to \$15 a ton. Then the Government succeeded in reducing the price from \$3 to \$5. At present coal sells for from \$2.25 to \$4 at the mouth of the mine in most sections. Because of the strike the selling price at a few mines has increased to about \$4.50. If profiteering is to be prevented as the strike proceeds, action must be taken at once. There is no law whatever to cover the situation, and what we can do must be by voluntary action."

Secretary Hoover's plan, to which the operators assented, provides for clearing-house committees in each coal-producing district, made up of operators, consumers' representatives and a Government agent. These district committees will supervise the

distribution of orders for coal, see that coal is sold direct to the consumer, thereby eliminating the profits of speculators and middlemen, and maintain reasonable prices. A general committee in Washington will obtain coordination between the district committees. In order to avoid any fear in the minds of the

municipal governments to inaugurate legislation seeking to permanently control the industry.

"It should be the duty of every open-shop mine operator to hold his prices well in hand and not stimulate a market scare. On present labor costs in non-union fields, \$3 a ton for mine run, where the vein worked is about five feet, should be ample compensation to operators, while a price above this level can be classified as rank profiteering."

"Any display of greed by the operators now would lessen the public favor they enjoy," agrees the Columbus (Ohio) *State Journal*, but the Socialist Milwaukee *Leader* remarks that profiteering already has been shown. As the New York *World* points out, however, "there is no law against profiteering."

In favorably reporting the bill of Congressman Bland, of Indiana, providing for a permanent commission to ascertain facts regarding the coal industry, the House Labor Committee tells us that—

"It is a startling statement, but true, nevertheless, that to-day there is no agency in the Federal Government which has ascertained or can ascertain the correct production cost of a ton of coal in a well-operated, efficient mine."

We are further informed in the *United Mine Workers Journal*, of Indianapolis, that—

"This bill calls for the creation of a commission to make a thorough investigation of the coal industry with a view to ascertaining just what ails the business and how it may be cured. The bill would give the commission authority and power to compel, through a court order, any and every person, including coal operators and coal companies, to produce and furnish the commission with full information in regard to their output, production costs, labor costs, sales prices and profits."

operators that the setting up of these committees would be a violation of the Sherman anti-trust law, Secretary Hoover promised that the Attorney-General would delegate some one to sit on the Washington committee, and, if necessary, on the various district committees.

"There is no reason whatever for alarm, or for any stampede among buyers of coal," asserts the New York *Journal of Commerce*. Yet, notes the Baltimore *Evening Sun*, "prices jump nearly 100 per cent." The reason for this increase, in the opinion of the Baltimore paper, is that "the great American consumer is an easy mark." And it goes on to clinch its argument by recalling advances of four cents a gallon in the price of gasoline recently, "at the very time that gasoline reserves are greater than ever before."

In close agreement with the *Journal of Commerce* is the Philadelphia *Public Ledger*. Says *The Ledger*:

"Greed is beginning to get the better of the judgment of some coal operators. The game of 'buyers' panic' is being started. Buyers are being encouraged to bid blindly against each other. The stage is being set for the big 'clean-up.' It was to nip this that Secretary Hoover stepped in."

"There is plenty of coal. We are far away from the 'pinch.' Last week soft-coal production marched up to 4,500,000 tons. This means that last week we used but 3,500,000 tons out of the reserve stocks. The non-union mines are ready to increase their tonnage. They need buyers to hurry and support that increase, for in some districts there are miles of sidetrack, blocked and jammed by loaded coal-cars waiting for a buyer."

"Non-union production has increased 1,000,000 tons a week over the tonnage of the first week of the strike. Strip mines are opening in Missouri and through the West, and the West Virginia, Maryland and Kentucky production soon will be swelled by these additions to the growing stream of non-union coal."

"In the very teeth of an improving situation the more greedy of the operators have started the reports of shortage and started price-boosting. They are tacking a dollar or two on the ton and filling the winds with rumors. The operators can steady these prices if they will."

An authoritative word of warning also comes from *The Black Diamond*, a coal organ, of Chicago:

"Coal in adequate quantity at a reasonable price is necessary to supply the railroads with motive power, keep steel and textile plants in the full tide of successful operation, and preserve domestic consumers in comfort. If coal prices are advanced because there appears to be a temporary shortage, industry will sustain a check which will delay the return of good times. There is, too, a tendency on the part of Federal, State and

	TONS	PER CENT.
Industrial establishments*	159,745,000	36.0
Railroads	122,000,000	27.5
Coke manufacture	61,832,000	14.0
Household	55,000,000	12.4
Export	18,776,000	4.2
Bunker	11,777,000	2.7
Used at mines	9,799,000	2.2
Gas manufacture	4,563,000	1.0
Total	443,492,000	

BITUMINOUS COAL CONSUMED IN THE UNITED STATES IN 1915, BY USES.

(Table prepared by the Russell Sage Foundation)

* Includes electric utilities.



The operators' side of the argument, however, as set forth in *The Wall Street Journal*, is that "resales of the same coal through four or five (speculators') hands, with each seller taking a profit" is to blame for rising prices in bituminous coal. According to a statement by the vice-president of the National Coal Association, the average margin of profit per net ton of soft coal in the four years, 1918-1921, was 36¼ cents per ton, or an average return of 9 per cent. on the investment, before interest or Federal taxes were paid.

A ROOSEVELT TO RECONSTRUCT CONSTRUCTION ETHICS

THE CHOICE OF AN ARBITER for America's second largest industry—construction—is naturally classed by our editors with the recent choice of arbiters for baseball and the motion-picture industry. As the *New York Evening Post* puts it, Franklin D. Roosevelt, the new head of the American Construction Council, "takes his place alongside Judge Landis and Will Hays in the class of receivers for big business in moral distress." This distress in the building business, as we are reminded by the *Newark News* and the *St. Louis Globe-Democrat*, was brought on by the revelations of the Lockwood Committee in New York; by the exposure of blackmail, extortion, and other corrupt practises in Cleveland, St. Louis, Kansas City, Pittsburgh, Louisville and Chicago, and particularly by the recent outbreak of lawlessness in Chicago and its connection with the building industry in that city. "The scandals which have been disclosed," asserts the *Springfield Republican*, "have made clear the desirability of a simple code of honesty and recognition of the rights of the public, whose needs make the construction industry possible." By choosing a general director of the building industry, points out the *Philadelphia Record*, "the Council hopes to win the favor of the public."

Mr. Roosevelt will take up his new duties without pay, and it is here, observes the *Brooklyn Eagle*, that his contract differs with those of Judge Landis and Will Hays. The consensus of opinion seems to be that if the former enjoys the same wide powers that Judge Landis and Will Hays enjoy in their respective fields, public confidence in construction will be restored.

One of the first acts of the Council, it says, will be to "establish a code of ethics," which is taken as a frank admission that the public has lost faith in the fairness of building costs. So, thinks the *Boston Transcript*:

"Back of it is the desire to regain the good opinion of the public in those American cities where the building industry has been discredited. Here is additional similarity between the movement and those that preceded it in the baseball and moving-picture fields. Scandal which threatened to deprive the sport of public confidence, and, consequently, of financial prosperity was followed by the conferring of broad powers upon Judge Landis in his capacity as arbiter of baseball. Fear of the adoption of stringent State regulation in order to remove abuses, real and fancied, was influential in the action taken by the moving-picture industry in creating the position held by Mr. Hays. The revelations spread before the public by the Lockwood investigation in New York have doubtless done much to set in motion the movement which has resulted in the selection of Mr. Roosevelt."

The movement is one in which architects, engineers, construction labor, contractors, material manufacturers and dealers, insurance and real estate interests, public utility interests, and the construction departments of the Federal, State and municipal governments are to have a part. By bringing them together a better understanding is to be created. It is proposed that through the cooperation of the constituent groups waste in construction shall be eliminated, standards of efficiency increased, and standards of ethics raised. As

the *Brooklyn Eagle* explains:

"The new plan is a patriotic effort to bring order out of anarchy, which governs building conditions in this country, and to put building once more upon its feet on a fair and reasonable basis, with the profiteering squeezed out of it. To that effort Mr. Roosevelt is to lend his prestige, his invincible integrity, and his level head without other reward than the hope of public service."

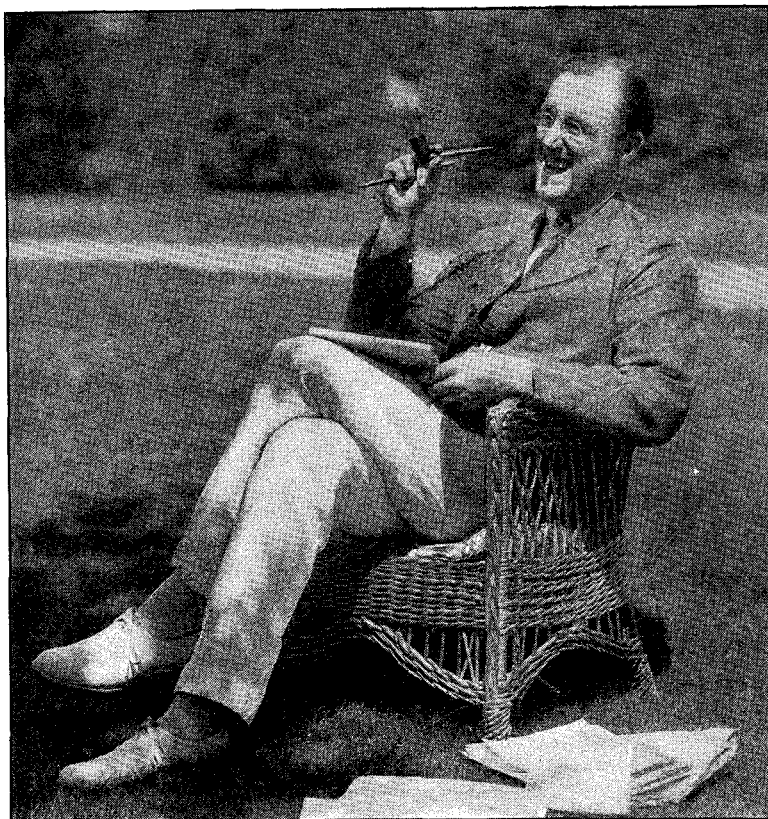
"The action of the former Assistant Secretary of the Navy in that respect is what might be expected from a man of his character and ideals. It is more wonderful that the various building organizations should be willing to enter an organization to be conducted with the idea of public service rather than of private profit. The fact is that the members of these organizations are practically in the same position which the theatrical managers recently proclaimed. Each of them is so busy with his own affairs that he has no time or energy left to give to the problems which affect building as a whole. They need some man to give his whole time to those problems, considered in the interest of the business as a whole and of the people with whom the builders do business."

At present, the Council tells us, the number of workers who, together with their families, depend upon the construction industry for a livelihood, total approximately 11,000,000 persons. Moreover, according to the *Washington Post*:

"Students of the industry set the total deferred value of construction to-day by reason of the war at \$10,000,000,000. Of the housing shortage the general public is well aware, but the country has not enough office buildings or schools, railroads or highways, while sewerage, lighting, water-supply systems and paving are far behind present needs."

How, then, will this new departure in American industry work out in practise? The construction business is generally admitted to be much more complex than either baseball or the motion-picture industry. As the *New York Globe* sums up Mr. Roosevelt's endeavor to reform the building industry from within:

"Mr. Roosevelt is in error if he believes any real results can be achieved without the most desperate of conflicts. He may be able to lead the council to a victory over the bad elements in the building business. Yet he should realize that before he can do this he must fight one of the hardest battles ever waged in industry, a battle quite as hard as any ever fought and won by any one named Roosevelt."



Copyrighted by Underwood & Underwood, New York.

UNAPPALLED BY HIS JOB.

Franklin D. Roosevelt, who has undertaken to clean up the building industry.

TOPICS IN BRIEF

THE future of Europe, we apprehend, is more Red than rosy.—*Columbia Record*.

SINCE it started on the first, why not call it the April Fuel strike?—*Manila Bulletin*.

THE bonus advocates reason that we should pay for valor ad valorem.—*Chicago Journal of Commerce*.

CONAN DOYLE says that, in heaven, everybody is busy. Another dream shattered.—*Columbia Record*.

EUROPE is seemingly of opinion that it must remain unhealed until America heels it.—*Norfolk Virginian-Pilot*.

DOYLE may be able to explain the next world, but he is too wise to attempt explaining this one.—*Baltimore Sun*.

GERMANY and Russia will be friends for a long time, since neither can lend money to the other.—*Washington Post*.

MR. PINCHOT, expert forester, has made the professional politicians take to the tall timber.—*Springfield Republican*.

LOTS of people would be fonder of spooks if they would play some instrument besides the tambourine.—*New York American*.

WHAT we thought was a chop suey menu in the paper to-day turned out to be the new Chinese cabinet.—*American Lumberman (Chicago)*.

GENERAL SEMENOFF's unpleasant experience in this country should show him the mistake of not coming here as a lecturer.—*Brooklyn Eagle*.

DOYLE says there are no flappers in the spirit world, and that's where all of us have been thinking we'd get wings.—*Greenville Piedmont*.

IF General Dawes's paper and pencils hold out we expect him to be able to demonstrate that the Government is being run at an actual net profit.—*Columbia Record*.

TWO Omaha burglars sang a hymn while holding up a store. During the war they were probably profiteers who sang "America" while they held up the country.—*Washington Post*.

WE will never believe Conan Doyle's assertions that it is possible to communicate with the dead until we receive a message from the League of Nations.—*New York American*.

"SENATOR NEW," said the Washington correspondent of the *Kansas City Star*, "did not believe in primaries." And the primaries didn't believe in Senator New.—*Columbia Record*.

RUSSIA may be starving and foodless, but it contrives to keep the world in a stew.—*Columbia Record*.

IT's over three years since we began to rave about the blessings of peace, and we are still raving.—*Columbia Record*.

AFTER a while, perhaps, the leaders of certain unions will discover that wages can not be hoisted with bombs.—*Columbia Record*.

AT times we fear that the old-timer's contempt for the rising generation is heartily reciprocated.—*Long Beach Telegram*.

NO doubt Lloyd George has moments of depression when he wishes old Atlas had kept the job indefinitely.—*Oakland Telegram*.

WHAT the doughboy can't understand is why the framing of a bonus law requires so much more mental strain than the framing of a draft law.—*San Diego Tribune*.

PENNSYLVANIA politics is flavored with a Pinchot-Pepper.—*New York Herald*.

THE Russian Reds disclose a surprising affinity for the world's long green.—*Columbia Record*.

LUCKILY for the public, neither capital nor labor is so inhuman as the other says it is.—*Boston Herald*.

NO prediction that the U. S. was going to the dogs has ever come true.—*Newspaper Enterprise Association*.

PROSPERITY will come back as soon as they take the peak of high prices out of the way.—*New York Tribune*.

CHICAGO's industrial troubles tend to show the wide difference between labor and work.—*Indianapolis News*.

THE habit of going to the bottom of things usually lands a man on top.—*Boot and Shoe Recorder (Boston)*.

THE trouble with grasping hands across the sea is that some of them are too grasping.—*Norfolk Virginian-Pilot*.

LYOYD GEORGE would be glad to have the ten-year truce include the Opposition in Parliament.—*Dallas News*.

PERHAPS Doyle is right, and death is pleasant. Those dead from the ears up appear uniformly happy.—*Baltimore Sun*.

THE coal miner is quite willing to take his pick, but insists that it be between shorter hours or higher wages.—*Manila Bulletin*.

COLUMBUS left Genoa for America, probably realizing that America would never come to Genoa.—*Nashville Southern Lumberman*.

THE most remarkable thing about the rapid spread of radio-phones is that it has occurred without a law forbidding it.—*Baltimore Sun*.

DON'T worry. When everything else is apportioned, the free-lunch concession in Russia will be left for America.—*Pasadena Post*.

BEFORE Mr. Daugherty begins to wield the muckrake too vigorously, he had better be sure he has a barrel of whitewash handy for any unforeseen revelations.—*Columbia Record*.

IF Conan Doyle would only raise the spirit of Sherlock Holmes to put an end to the present level of crime, he would be giving an example of practical religion.—*Detroit Free Press*.

THE problem of Europe is to rescue Germany from her marks and Russia from her Marx.—*Columbia Record*.

THINK how our hearts would bleed for Mississippi valley folk if they were in Ireland, China or India.—*Kingston Whig*.

PROSPERITY must have stooped somewhere down the road to talk to the millennium that prohibition promised us.—*Columbia Record*.

IT isn't likely that business will ever attain "full speed ahead," with a tax hurdle to be negotiated at every quarter.—*Columbia Record*.

BY the time America gets into the game, there won't be much left in Russia except the whiskers concession.—*Toronto Star*.

THE Chinese are not as civilized as was generally supposed. They haven't used any poison gas in their little row.—*Associated Editors (Chicago)*.



FOREIGN - COMMENT

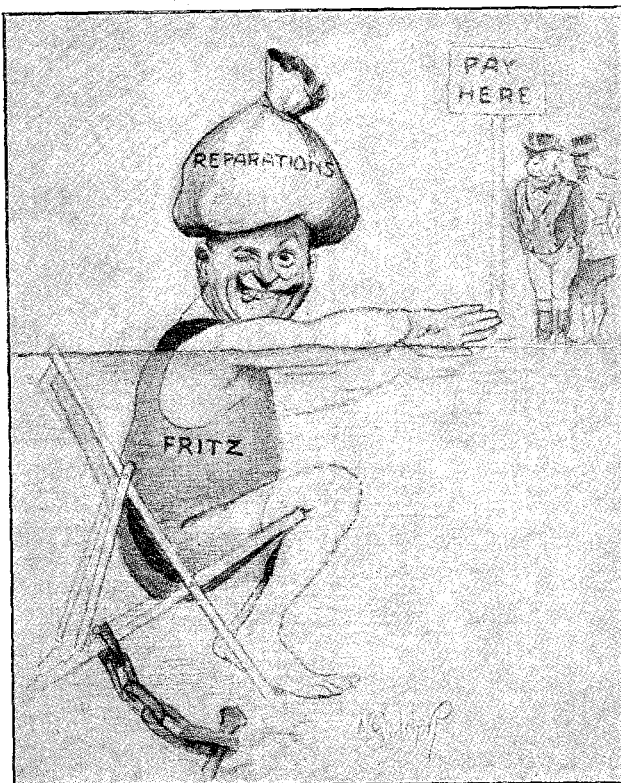
FROM GENOA TO GERMAN REPARATIONS

WHERE DO WE GO from here? may have been a puzzling question to some nations at Genoa, it is said, but not to the Germans, who had counted heavily on Genoa to find a way out of the reparations tangle and, when disillusion came, realized the dread approach of the day for payment. But the Berlin *Welt am Montag* avers that Germany never had much to expect from Genoa except "a beautiful gesture, or a grand crash." As to the Rapallo Treaty, it declares that the Russians had nothing to lose, and "are in the relatively agreeable situation of a man who hasn't a stitch of clothes, whereas we Germans have at least a shirt, and have risked that to get together with the Russians." Yet to some observers Germany does not seem to be worried half so much about the reparations as France is, and they call our attention to the repeated utterances of Premier Poincaré that if Germany does not pay, the provisions of the Versailles Treaty for such an eventuality must be carried out, either by the Allies together or separately.

Allusion is here specifically made to a speech of the French Premier delivered at Bar-le-Duc, in which he said that despite the disappointments of long months with regard to reparations, it must be kept in mind that execution of the Treaty can be secured "not by precipitate and thoughtless action," but by "persistent and methodic action." However, the Premier went on to say that if Germany deliberately fails to meet her engagements, the Allies "will have the right and by consequence the duty of taking such measures that, according to the Treaty of Versailles, Germany is obliged not to consider as acts of hostility," and tho "it would be infinitely preferable" to adopt and apply these measures "by common agreement among the Allies," nevertheless they may be taken respectively by each of the Allied nations. Mr. Poincaré express the hope that France in this momentous hour might "maintain the cooperation of all the Allies," yet he added, "we shall defend in full independence the cause of France, and we shall not abandon one of the arms supplied us by the Treaty," for it is not possible that we should permit "our unhappy country to succumb under the burden of reparations, side by side with a Germany that refused to make the necessary effort to free herself from debt."

Characteristic of the English view is the comment of the Manchester *Guardian*, which says in part:

"The measures which M. Poincaré is known to have in



GETTING ALONG SWIMMINGLY.

(Summer sports—some are not.)

—The Bystander (London).

mind include the occupation of the Ruhr district. This step, he says, France is entitled to take under the Treaty of Versailles. It seems to us, on the contrary, to be devoid of any shred of legality. The British did indeed condone the occupation of Düsseldorf and the other two Ruhr ports while denying its legality. But neither this nor any British Government could now consent to a further occupation of German territory in pursuit of indemnities which it knows it can not get and Germany can not pay. Nor could this country for a moment consent to a further occupation by French troops alone. M. Poincaré can hardly be so ignorant of the trend of British opinion as to be unaware of this, and his speech, therefore, in so far as it was meant to be something more than a move in the French political game, is something very like a provocation."

As to the occupation of the Ruhr district, above referred to, some American correspondents at Paris, who are not biased in favor of the French, tell us of rumors to the effect that there is no intention in France of occupying

the Ruhr, because "such action would be too unpopular, and would affect the economic situation too disastrously." One of these informants hazards on such rumor the following prophecy:

"What is planned is of far more subtle import. If action has to be taken, it will be against Bavaria, and in this the reasoning is of remarkable astuteness. In French opinion the reaction which such action would have would not be against France, but among the Bavarians it would be against the Berlin Government. Before he took office it was always Poincaré's declared policy that the only safety for France lay in the separation of South Germany from the Reich, and it is in pursuance of this policy that plans are being made for a demonstration to be made against Bavaria in the event of German failure.

"The expected reaction is that all the blame will be placed by the Bavarians on the Berlin Government and the rift which has existed so long between Berlin and Munich will be widened, to the consequent profit of France."

The suggestions in various quarters that Germany seeks an international loan in order to meet the reparations requirements incites the Berlin *Neue Preussische Zeitung* to object that either a short-term loan of a small amount, or a long-term loan of a greater amount, is impractical unless the reparations figures are reduced. This daily believes a short-term loan would be useless, and that the interest payments, which would be inevitable, would prove too burdensome, coupled with the reparations payments, and in consequence Germany's last economic state would be worse than her first. The Paris *Temps* wonders whether the German Government truly desires foreign loans "under conditions which can be accepted by countries that have a right to



A DUTCH JIBE AT POINCARE.

POINCARE THE TERRIBLE: "Germany must pay! Germany shall pay, or — I may lose my job!"

—De Notenkraker (Amsterdam).

parations." Then it asks whether the Germans have been maneuvering so that it would be impossible for them to secure a foreign loan, hoping that thus Germany would "escape the sanctions and conditions of a moratorium and gradually escape from making any reparations at all."

The Berlin correspondent of the *Echo de Paris* writes that the feeling of pessimism about an international loan which prevails in Germany is reflected in the press and in conversations he has held with sundry German industrial leaders. One of these men he quotes as saying: "We have no illusions and we know that no nation will lend money to Germany until the reparations figures are set at a practicable level." Another German magnate is cited as presenting this view:

"Until now we have not paid the reparations and in all likelihood we shall never pay them. They insisted on us paying with gold marks, and we didn't have any gold marks, so we issued paper money and very fortunately found enough people in foreign markets who grabbed at this money and gave us the foreign equivalent which we needed. As the result of this maneuver the mark lost its value. But what difference does that make? Business is good in our country, and the great big fact is that Germany is able to work and to produce."

Very different indeed is the frame of mind in France where, according to the Minister of Finance, Mr. Charles de Lasteyrie, reparations are "a matter of life or death." An illuminating statement on the general condition of France is given by this official to the Paris correspondent of a New York newspaper, in which we read in part:

"Since 1920, France has balanced her ordinary budget, thanks to the creation of new taxes, but at the present time it must be recognized this equilibrium is menaced because charges weighing upon the country through non-execution of the Versailles Treaty are increasing while we have reached an absolute maximum of taxation. Through non-execution of the Treaty we have had to advance up to January last 80,000,000,000 francs, not including interest. The French taxpayer, therefore, is paying now five times more than he paid in 1914, and in the face of this situation it is impossible for us to increase his charges."

The finance Minister explained also that as it is impossible to increase taxes, only two ways remain in which to increase French receipts. The first is to "improve the method of collection and

make taxes less onerous," and the second is to "prevent tax dodging, to which the Government is bending every effort." This high French authority tells us further that:

"France still is one of the wounded of the war. She is recovering. Interest on treasury bonds has been reduced and the market again thrown open for French rentes. To-day 6 per cent. rentes are dealt with freely in the open market like war loans, and this despite all the difficulties the Genoa Conference created in financial centers.

"France is the only country which has not constructed a single warship since 1914. From 1,807,000,000 francs in 1913, her military expenses rose to 36,120,000,000 in 1918. In 1919 military expenses fell to 18,185,000,000; in 1920 to 7,648,000,000; in 1921 to 6,312,000,000; and in 1922 to 4,910,000,000 francs. In the present budget military expenses are 5,000,000,000 francs.

"France by reason of her geographical position and recent events is the guardian of order in Europe. She could not show her desire for peace any better than by the figures I have given."

BRITISH OPTIMISM ABOUT PALESTINE

A GREAT DEAL OF DISCONTENT exists in Palestine because of the cry that it was being "given over to the Jews," but Viscount Milner, distinguished as an administrator for the British Empire, assures us that harmony will be attained if Britain pursues a sound economic policy and does not allow the meaning and intention of the Balfour Declaration about Palestine to be distorted by extremists. Returning from a tour of the country Lord Milner expressed his optimistic feeling to the Paris correspondent of the *London Times*, who reports him as saying that it is a mistake to regard Palestine as a poor country from the economic standpoint, and he reminds us that in former days it used to support many times the 700,000, which is its present population. Lord Milner concedes that the country is impoverished by centuries of neglect and mismanagement, though he did note that improvement had been made since his earlier visit two years ago. The greatest need is for improved means of transport and communication and for the development of agriculture, because "present methods are primitive in the extreme and much good land is wasted." Lord Milner is reported as having said further:

"Foolish and extravagant things have been said by certain persons, implying that the country was going to be handed over



"THE FOOL IDEALIST."

GERMAN SOCIALIST: "No more war. . . . we have seen the last war"

MARS: "See this treaty? All the conditions of the new war are set down right here."

—Kladderadatsch (Berlin).

to the Jews. This has frightened the Arabs and the Christians, and upon their not unnatural fright agitators have worked with exaggerations and lies. But if peace is kept the people will presently find out that their fears, however natural, were unfounded. The great point is that it is not what the Government has done or is doing that is objected to, still less what it means to do, but what people have imagined or been told it means to do. I often asked people who protested so strongly against the policy of the Government for a few instances of what they objected to. It was almost always something that was going to happen.

"The best evidence that the people generally have really nothing to complain of in the attitude of the Government is that wherever I went they were begging that their present British District Governor or sub-Governor should not be removed.

"As a matter of fact, the number of these officials is being reduced from motives of economy, very likely under pressure from home. Personally I regret this, as I think it is too soon to reduce the number of competent British officials. Moreover, in some cases reduction involves something very like a breach of faith, and it has given a shake to the service, which is a pity, for it is a good service. But I really am not competent to discuss the details of this business. My point simply is that since the people, especially the Arabs, are so anxious not to lose the British officials to whom they are accustomed, it is evidence that they have not been unfairly treated by them."

Turning to the political aspect, Lord Milner declared that Britain's policy toward Palestine is "reasonable" and should be followed despite the present unrest, for without "the steady hand of the Government upon them the people would be at one another's throat," and he added:

"In many places a simple system of irrigation would work wonders. There is also room for afforestation, which would be easy to effect, and a great boon to the country. There is need of ports; both Jaffa and Haifa are still merely open roadsteads. The only danger I see for Palestine, economically speaking, is that she should be starved of the means of development. It is not much money that is needed. Palestine is a small country, and could well afford a moderate loan which would put her on her feet. It is a mistake to suppose that Palestine will be a great burden to the British taxpayer. In a few years she ought to be no burden at all, unless by starving her we keep her one."

As to the outlook for the Jewish emigrants, Lord Milner believes that most of the Zionist Jews "realize they have got to work" and that only by work and the production of fresh wealth can Jewish emigration be made a success. He was much impressed by the evidences of development in the Jewish colonies he had seen, we read, and the others might be less prosperous, still it is to be remembered that there are "always some failures in any big policy of settlement." Moreover, in his judgment, "the Arabs will be quite willing to work peaceably side by side with the Jews when they find their own interest being advanced thereby."

By way of contrast to Lord Milner's optimism, Rome press dispatches state that Monsignor Barlassina, Patriarch of Jerusalem, has gone to London to take up with the British Government the question of Zionism in Palestine. An American correspondent at Rome, writes that "sensational charges against the English administration" were made by the Patriarch at a public meeting, when he declared "that not only was England allowing the Zionists to develop their idea of dominating Palestine, but was putting ardent Zionists at the head of its administration in the Holy Land." This informant says also that he asserted the native population "are not in favor of the entrance of the Jews, and are greatly affected because of the Zionist influx."

TROTZKY'S REPLY TO RUSSIA'S DEFAMERS

IN FIVE YEARS OF REVOLUTION Soviet Russia has learned much and relinquished nothing, according to Mr. Trotzky, who asserts that "the capitalist world, as it emerged from the hell of war and as it now lives, gives us no reason to revise our fundamental views." Capitalism is "condemned by history," and "the future belongs to Communism," it is asserted by the organizer of Russia's Red army, who declares himself in the preface to a book by A. Morizet on Soviet Russia, which has just been published in Paris. The purpose of the book, as we gather from the reprint of the preface in *Soviet Russia* (New York), is to "tell the truth about the first Workers' Republic to the working masses." This service is said to be the "most important and the most valuable thing in the world," because Russia has been "lied about so much." Mr. Trotzky proceeds:

"The capitalist and Social-Democratic lies about Russia may be divided into two categories. To the first belong the products of a malicious and self-seeking imagination: stories of the banquets of Soviet dignitaries, of their mutually arresting each other, of artillerymen 'nationalizing' the bourgeois women, etc., etc., etc. These lies are all full of self-contradictions, are monotonous and stupid. Only the most backward wives of footmen and lackeys and a few Ministers of State believe them. To the second category of lies belong the pictures that have been assembled from individual true elements. These are lies on a higher plane. Their domain is larger, their sources more plentiful. Evil intentions, equipped with photographic cameras, can take a number of views of the life of present-day Russia, which, when put together, may afford genuine delight to any reactionary bourgeois. The Revolution is a destruction in the name of a new creation. Only he can understand the Revolution, in its sublime as well as in its gloomy sides, who is able to trace its internal inevitability, the struggle of its living forces, the logical sequence of its stages. I do not mean to say that the Revolution is infallible. But one must be able to apply a large historical yardstick in order to understand its work and its errors."

When the Soviet Russians approached the task of creating an army, Mr. Trotzky goes on to say, there was still a great number of French officers in Russia who were extremely skeptical about the Russian attempt. The reports of these officers, Mr. Trotzky feels perfectly sure, were contemptuous of the whole Soviet undertaking for, he tells us:

"These uniformed petty bourgeois saw in the Revolution only destruction, cruelty, disorder, chaos. To be sure, all these things are contained in the Revolution. But the Revolution is also something more than that. . . .

"In the last few years I have frequently cherished the thought of going through the British newspaper press at the time of the great French Revolution, of studying the speeches of the ministers of that day and their political lackeys, of the Clemenceaus and Hervés of that time, merely in order to draw up a sober parallel between the reactionary calumnies uttered by ruling England at the end of the 18th century and the calumnies which the *Temps* and those that babble in its train have circulated in recent years concerning Soviet Russia. I regret to say that I have thus far not had the time to do this work. But I am certain that there would be remarkable coincidences. The radical English contemporaries of Robespierre no doubt pointed out the then perfectly justified analogies with the English Revolution in the 17th century. And this would inevitably release the protests of the honorable British reactionary historians who would shout: 'The English Revolution in spite of its "excesses" was a mag-



A SWEDISH SKETCH OF TROTZKY.

Who defends Soviet Russia against her "defamers" by citing the French Revolution, and also denies that the Russian state has gone over to capitalism.

—Kasper (Stockholm).

nificent event; but the French terror is merely a mutiny by an ignorant and bloodthirsty rabble."

Mr. Trotzky goes on to pillory certain French labor leaders who "point out with malicious glee that we are returning to capitalism," but their gloating is premature, he asserts, and goes on to explain:

"The Soviet Republic socialized the banks, the industrial enterprises, the land. To return all these things to the former



SOVIET FRATERNITY.

LENINE: "Nor must you ever forget, slave, that in Soviet Russia all men are brothers."

—La Victoire (Paris).

owners would require a previous unseating and slaying of the Revolution. But we are further removed from this condition than ever. You may say with full truth to the French proletariat that we are not giving up the Revolution, but it is quite true that we have changed our methods of socialistic construction. We maintain the enterprises in the hands of the working class, but we are applying methods of capitalistic calculation and marketing, in order to test their profitability. It will not be possible, until we reach an incomparably higher stage in socialistic evolution, to conduct all the enterprises from a single center and to distribute the necessary workers and resources to them on the basis of a previously determined national plan. The present period is of preparatory character; the market remains. The nationalized industrial enterprises have an independent life within certain limits; they buy and sell, and thus create the bases for a future unified socialistic economic plan. Thus we are simultaneously granting capitalistic concessions to certain enterprises. The economic backwardness of Russia and its inexhaustible natural resources afford a wide scope for the application of concession capital. The State retains in its hands the means of transportation and the most important industrial enterprises."

Now Mr. Trotzky admits a certain competition between the "capitalistic concession enterprises and the homogeneous enterprises of the Socialist state in which the latter have unquestionably the upper hand." The crux of the question lies in the "balance of power" and we are further advised:

"The reformists at one time thought that the cooperatives would gradually absorb capitalism. So long as the bourgeoisie, defending private property in the means of production, remains in power, this hope will be a mere utopia. As for Russia, we may say that as long as the working class maintains its power and as long as the state has the fundamental industries in its hands, the 'imperceptible and smooth' reconstruction of capitalism, with the aid of concessions, is hardly more capable of realization than the transformation of a capitalist order of society into the Socialist order of society, with the aid of the cooperatives. We have no reason to speak of a return to capitalism. We have only altered the methods of socialistic construction."

END OF DENMARK'S LONG LOCKOUT

THE GREATEST LABOR STRUGGLE in Denmark since 1899 came to an end by compromise after a two months' lockout and while the labor press say the workers have gained a victory, journals more sympathetic toward the employers regret that so much time had to be lost in the dispute and can see no great advantage accruing to the joint interest of the employer and the worker. Early in February, we are reminded, the Danish Employers' Association declared a lockout of workmen belonging to the unions, because the unions rebelled at a proposed reduction in wages. The chief points of the compromise, by which the lockout was ended on April 7th, are listed as follows:

A general reduction of 15 per cent. in wages. The lesser paid employees suffer a slighter reduction, but not less than 12 per cent. Overtime work commands an additional payment of 25 per cent. for the ninth hour and of 33½ per cent. for the tenth hour. The original agreement on an eight-hour working day is safeguarded, but various phases of this question are to be studied by a representative committee. Also, the division of the working hours is to be submitted to further negotiation. The present compromise agreement, we are told, is valid for one year and, if it is renewed, the wage schedules are to be revised only once a year. All other matters of dispute are to be referred to a committee.

The settlement was voted on by the General Assembly of the



A LEAGUE OF NATIONS DINNER.

THE TOASTMASTER: "Before we leave the table, I ask the delegates in the interests of humanity and on behalf of the starving Russians to stand in silence for a few moments."

—Simplicissimus (Munich).

Employers' Association and the Labor Unions and we are told that of the Employers' Association 394 voted for the compromise and 41 against, while among the Labor Unions the corresponding vote was 385 to 122. The press of both sides in the struggle welcome its ending and, the leading organ of the Conservative party, the Copenhagen *Bertingske Tidende*, which rather closely represents the Employers' view-point has this to say: "Those who have made the peace are content with their work and show it. Officially as well as unofficially the representatives both of employers and employees declare that the peace satisfies them and this satisfaction is apparent among the general public." But this

newspaper believes that the settlement ought to have been obtained without the costly and protracted industrial stoppage which the public has had to suffer during two months and it adds the ominous prediction:

"The reduction of wages secured through the compromise is not sufficient to give a new impetus to our industrial life. Even with this reduction, wages are higher in Denmark than in other countries. What is more, certain well-known conditions give foreign competition an enormous lead over our handicapped industries."

On the other hand, as sustaining the cause of the workers, the Copenhagen *Socialdemokraten* characterizes the compromise as "an honorable peace for the labor unions." Also it maintains that the employers have been defeated at every point and it is particularly pleased that the principle of the eight-hour day "stands unshaken and unabridged." The employers expected an easy victory, according to this journal, but they had to "knuckle down to an agreement with an equal party that could not be defeated and with whom a compromise was reached only by the surrender of exorbitant demands one by one."

The Copenhagen *Politiken*, organ of the Radical Lefts, has occupied a somewhat middle ground by being rather unsympathetic toward the employers and at the same time unwilling to support all the demands of the workers. This newspaper speaks strongly for a compulsory arbitration law to prevent similar costly labor conflicts, and issues a warning to the conservative forces in these words:

"The only possible way that the employers can moderate the storms hovering on their horizon and come to an understanding of the political importance of the outcome of the lockout, is to undertake seriously the task of making the workers personally interested in their industrial concerns."

BERLIN AS BABEL

FUGITIVES FROM MANY COUNTRIES have flocked to Berlin, and it would seem that the most notable are banded in cliques of Hindus, Egyptians, Turks, and "even Irishmen who meet in obscure cafés and plot the overthrow of the British Empire." We are told further by the Berlin correspondent of the Manchester *Guardian* that Berlin harbors also many Hungarians—most of them Jewish—who have fled from the White Terror. They are said to be remarkable for their political enlightenment and artistic culture, and they have a scientific bent that "runs into psychology, hypnotism, and the occult." Thanks to the White Terror, many of the best minds of modern Hungary are not in Budapest, but in Vienna and Berlin, this informant relates, and proceeds then to draw a picture of the Russian refugees who are most conspicuous in Germany's Babel. All along it has been shown that the overthrow of the old régime in Russia sent colonies of Russians to southeastern Europe in search of shelter, while commercial and industrial classes are well represented in England and in France. But Germany seems to have drawn the great bulk of Russians, and *The Guardian's* correspondent writes:

"They number more than a quarter of a million in all Germany, and over a hundred thousand in Berlin. A few of them are Communists. Many of them are Jewish Russians who held securities in Germany before the war or who have speculated or profiteered there since the war.

"The majority are refugees from the Revolution, and include much of what is left of the Tsarist aristocracy—princes who once owned entire provinces, starving their peasants for profit and having them beaten for stealing wood, princesses who had servants, chambermaids, and footmen to wait on them, merchants who once had town and country palaces, generals whose bright uniforms and starred breasts augmented the brilliance of the Tsarist Court. Most of them live here in abject poverty, and some are so poor that the German Government keeps them in

concentration camps to save them from perishing in the streets of Berlin."

There is a type of Russian aristocrat in Berlin, who is probably the last of his kind, and the writer describes him as "very handsome, affable, and a little effeminate." His manners are perfect, his movements graceful, and it is averred that however poor he may be, his dress is always immaculate. Among the more stolid Germans he "moves with the elegant, condescending charm of a superior being." His taste is exquisite, altho a little old-fashioned, he has a natural gift for music and plays the piano superbly. *The Guardian's* correspondent continues:

"He is always in debt, and if by chance he has money he spends it lavishly, giving generously to his poorer compatriots. If he has no money he borrows, and spends what he has borrowed as lavishly as tho it were his own. He will give to a friend in need rather than pay a debt owing to one not in need, even if he is threatened with the law.

"He is capable of the greatest selfishness and neglect of others, tho not through meanness—he is incapable of meanness. His selfishness is that of a child. It is sometimes so great that he seems unaware of the existence of other people, except as objects of his affability. And yet his gestures and his most unconsidered actions are generous and self-sacrificing to the point of lunacy.

"His education is made up of shreds of history imperfectly remembered and completely misunderstood, and of literature chiefly Russian, French and English. His favorite poet is Byron. Of scientific knowledge he has hardly a trace, altho his curiosity is agreeably stimulated by hypnotism and telepathy.

"His politics are made up of a few simple crudities that have emerged from his pseudo-historical education. For him revolutions in general and the Russian Revolution in particular are the work of Jews and Freemasons. He is beginning to abandon all hope of a Tsarist restoration—Kolehak, Denikin, Yudenitch, Wrangel failed because the French and British Governments under the influence of Jews and Freemasons did not give these crusaders sufficient support. The Russian famine was a hopeful sign—perhaps it would have weakened the hold of Lenine and Trotzky—but that hope, too, has vanished and the aristocratic refugee is moved to pity by the famine and typhus-stricken peasants of the Volga and is willing to play the piano or the balalaika in aid of them."

Real history rolls on altogether unlike the history this Russian aristocrat learned at home, we are told, for the splendor of the past Tsarist court is gone, and it is "beginning to fade from his mind as a future vision." He feels that there is "a discord in the universe, that there is immanent injustice," but he accepts it with truly Russian fatalism, and the writer asks:

"Indeed, what can he do? He feels that things have changed, but that he himself has not changed, for he has learnt nothing and has forgotten nothing. He will remain as he is, charming, superfluous, and innocently wicked, the helpless child of circumstances far too big and complex for his understanding.

"This description fits many Russians here in every detail. Some it fits in some details. Those whom it fits in no details are exceptional.

"Thus it is that the achievements of the Russians here in Berlin are the achievements of the esthetic temperament rather than of character and intellect. Whatever they do has charm and beauty. The singing in German cabarets is nearly always cheap and vulgar. But when the Russians sing the whole audience is moved by the depth and the melancholy of the Russian soul. They are poor and their cabarets and restaurants are unpretentious, but their cooking is infinitely superior to German cooking. Their stagecraft is a long way behind the German, which is the most daring and progressive in the world, but their acting is so full of feeling and temperament that average German actors are stiff and wooden by comparison. Their dancing is so superior to anything known that no German dancer, however ambitious, could even dream of rivaling them.

"German art, like the German stage, is progressive and full of character and daring. It is more significant and important than the Russian, but it is inferior in beauty, elegance, good taste. The Russian refugees have contributed hardly anything to the intense intellectual and political life of Berlin, but in everything that makes for refined charm, elegance, esthetic enjoyment, and forgetfulness of everyday cares their contribution is unprecedented and insurpassable."

SCIENCE - AND - INVENTION

TURNING LAKES INTO FARMS

THE MYRIAD PRETTY LAKES of Wisconsin and Minnesota are doomed to vanish, and in their place will appear farm-lands and homesteads, growing wheat and corn and still more valuable crops of boys and girls. So, at any rate, thinks Dr. J. R. Nannestad, of Albert Lea, Minn. "It will not be very long before Minnesota and Wisconsin will miss their

country. Nothing can be farther from the truth. All our lakes started their young life during the glacial period. They are part of our heritage from the glacial period—not so very long ago. Every close observer of Minnesota knows that our lakes are slowly but surely disappearing.

"A great many meadows, swamps and sloughs speak to us to-day of their past history as lakes. Not very long ago Freeborn County contained possibly twice or three times as many lakes as it does now.

"If anybody is in doubt as to the future of our present lakes, he need only look at Twin Lakes, Bear Lake, and others. They are all filling up. Every little creek and rill that runs into them is slowly filling them up with dirt. Water-plants are flourishing around their borders and way into their waters. The time is not so very far away when all our lakes will be history. At best lakes are only short-lived creatures in the history of our earth.

"Our biggest lake in the county to-day is no doubt Albert Lea Lake. But not so very long ago we had a lake in our county much bigger than Albert Lea Lake—four or five times as big.

"Altogether the lake covered a territory of some 27,000 acres or considerably more than a township.

"For want of a better name I shall call it the 'Vanished Lake.'

"In its original splendor it was a beautiful expanse of water. It ranked in class with such lakes as Minnetonka and Cass Lakes. It never was very deep, but in stormy weather it rolled with big heavy waves. It swarmed with fish.

"Just take a glance at the divide between the Geneva Lake and the Payne Investment Company lands, where the dam is put in to hold the waters of Geneva Lake.

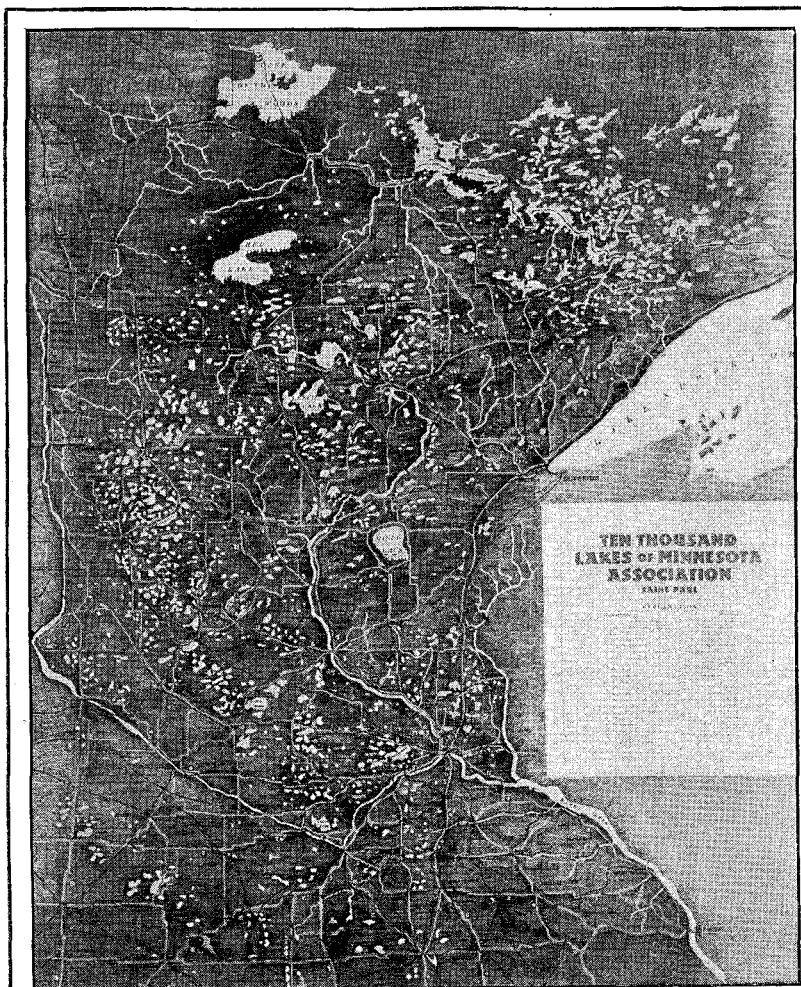
"There is very little difference in the level between the lake and the Payne Investment Company farm lands. If the State would allow it no doubt the Payne Investment Company could drain the whole Geneva Lake by simply extending their open ditch a few feet farther. Not so very long ago, probably less than a hundred years ago, for some reason or other, a sand dune or sand ridge was formed at the narrow neck and two lakes were separated. I do not know what caused the ridge to be formed. It may have been the work of our old friend the beaver, the original civil engineer of Freeborn County. At any rate the division was made and the big lake, deprived of all the water in Geneva Lake, was considerably reduced. Its original majesty and beauty was lost. Instead of a lake it became largely a marsh."

One of the landowners near the lake, and a friend of his, conceived the idea of draining the old lake bottom. They started a movement to dig a

big ditch for this purpose. It was in 1908, when drainage on a large scale was a new idea in Minnesota. What was the result? The surface water disappeared. But there was no sub-drainage. Without subdrainage, says Dr. Nannestad, land can not be farmed, can not be turned into field. The feeling among the farmers was bitter. They had paid out their hard-earned money and received very little in return. The story goes on:

"The years rolled by. Things were at a deadlock. Then something happened. One day Mr. G. H. Payne of Omaha dropt in. He bought the Barber lands and some additional acres—a total of 14,000 acres. Mr. Payne maintained that the question of sub-drainage could be solved by deepening the big ditch. During the years that had passed public sentiment had changed considerably. Farmers who had drained their lands had found out that these drained lands were the very richest part of their farm.

"In the meantime Mr. Payne had not been idle. He was con-



Copyrighted by the Ten Thousand Lakes of Minnesota Association.

THE RETREAT OF THE TEN THOUSAND.

"The myriad pretty lakes of Wisconsin and Minnesota are doomed to vanish." This striking map shows what Minnesota will miss if this prophecy comes true.

beautiful lakes," he writes in a letter to *THE DIGEST*. In a contribution to *The Evening Tribune* (Albert Lea) he gives an account of what has happened to the largest lake in his county. We recently quoted an authority to the effect that the land of the Middle West is drying up. The farmers around the northern lakes are evidently satisfied with this process, so long as it enables them to substitute farmhouses and wheat-fields for lake or swamp regions. Writes Dr. Nannestad in the paper named above:

"Among her many natural beauties, Freeborn County also boasts of a number of beautiful lakes. If a man could climb to the top of a hill high enough to give him a view of the whole county he would be able to count some fifteen or twenty lakes—all within our county limits.

"This seems a great deal. But still, not so very long ago, we had a great many more lakes in the county than we have to-day. Many people believe that our lakes are permanent features of our

vinced that even the first ditch would make it possible to drain the upper lands near Geneva Lake. In 1919 he started to run big open ditches every quarter mile. A road appeared around every section. As soon as the ditches were dry big tiles were put in. Finally the ditches were filled in and levelled.

"So—lo and behold—the ugly marsh was changed into snug little 80-acre farms of high grade land served by an excellent system of roads. In this way Mr. Payne developed 3,000 acres a year. Six thousand acres out of his 14,000 are already in crop, or ready for 1922.

"The soil of the old lake bottom is deep, underlaid with clay. The decayed vegetation of ages gives an inexhaustible supply of fertilizers. The land has already proved its value. In 1920 and 1921 it raised excellent crops of flax, rye, corn, potatoes, soybeans, sugar beets and clover.

"There is something wonderfully attractive in the idea of changing a worthless marsh into homes where men and women can live in happiness, and where the laughter of children is heard instead of the howls of the wolf.

"To drive over the land to-day—when the growing crops raise their lovely heads instead of the old marsh grass—is a great pleasure. It will not be long before the whole marsh will be transformed into beautiful farms, into homes.

"By that time the Vanished Lake will have served its purpose. It will have finished its life's cycle. Once more it will be dry land as it used to be before the ice made it into a lake. And where the fishes swam and the billows roared the farmer now plows his field.

"The Vanished Lake lives in memory only."

TO THE POLE BY PLANE

AVIATION WILL PLAY a capital part in Captain Roald Amundsen's polar expedition of this year. It is a renewal of his attempt to drift over the Pole with the ice-pack, but as it is very unlikely that his vessel will go precisely over the end of the earth's axis, he counts on getting there by a side trip, using an airplane from the nearest point. Outfitted and provisioned for a seven-year cruise, the power schooner *Maud* left Puget Sound early this month with Captain Amundsen and a crew of picked men. The *Maud* carries with it two airplanes, one of which is to be utilized, if necessary, for the final dash to the Pole and return. Says Lawrence W. Pedrose in *Popular Mechanics* (Chicago):

"Financed by the Government of Norway, Captain Amundsen left Christiania in July, 1918, and entered the Arctic through Bering Strait in the fall of the same year, intending to freeze in with the ice-pack and drift across the polar sea. The *Maud* lost its propeller near Cape Serge, Siberia, in October, 1921. Short of supplies, Captain Amundsen returned to Nome, Alaska, and from there came to the United States.

"Returning to Norway, Captain Amundsen perfected plans to continue his search for the North Pole. There he procured the services of a Norwegian Army flight officer to pilot the airplane, an all-steel plane, obtained in New York, which held the endurance record, having made a non-stop flight of 2,400 miles a few months previously. Because of its bulk the machine was to be flown across the American continent before being dismantled and stowed away in the *Maud*. Unfortunately, it was wrecked on the trip, but this did not alter Amundsen's plans, and the large plane carried will be able to take the whole crew out of the Arctic, should the ship be crushed in the ice.

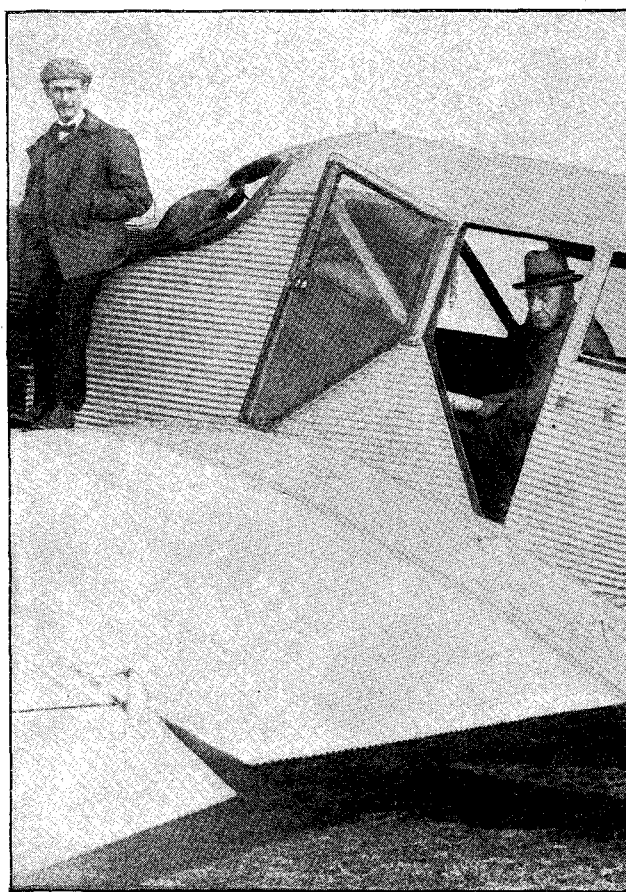
"Another modern invention, with which the ship will be equipped, is a long-range radiophone outfit, and it is not beyond the bounds of possibility that this Arctic voyage, far from being the lonesome venture of earlier explorers, will be relieved by frequent exchange of news or other information with the centers of civilization.

"Altho provisions enough to last seven years are carried, Captain Amundsen believes his ship will emerge in the Atlantic Ocean within three to five years. It is expected the ship will reach a point nearest the Pole in the early spring of 1924. With the *Maud* as a base for operations, the big plane will then be brought into use for the final dash to the North Pole, while the other plane, a Curtiss Oriole type, christened the *Kristina* before it was delivered to the explorer at Curtiss Field, on April 6, will be used for scouting purposes and other incidental service. It is equipped with an electric self-starter, can stay in the air seven hours, and like its mother-ship will fly the Norwegian colors."

If Amundsen is to stand where Peary made his North Pole observations on April 6, 1909, the monoplane may be very useful,

thinks *The Times* (New York). As quoted in *The Aerial Age* (New York) this paper says:

"The drifting *Maud* should eventually shake herself free of the ice and emerge into blue water somewhere off the coast of Norway, unless the pack destroys her, but the chances of her passing very near the Pole are not bright. At some point the explorer



Copyrighted by Underwood & Underwood.

FOR PLANE SAILING TO THE NORTH POLE.

Amundsen in his airship that will put the picturesque teams of shaggy Eskimo dogs into the ranks of the unemployed.

would probably have to leave her and march or fly in the direction of the Pole.

"There might be a risk in seeking the ship after a 'dash' toward the Pole if it were necessary to depend upon dog sleds. The *Maud* might not move very fast, but if the explorer and his picked companions were absent from her for weeks there would be danger of missing her altogether. Captain Amundsen wisely decided to take two airplanes with him, one for important flight work and another for scouting. The big metal plane has already flown in the Arctic Circle at very low temperatures. Both machines should be great time-savers if the *Maud*'s drift carries her within quick flying-distance of the Pole.

"Admiral Peary foresaw the use of the airplane for Arctic exploration as long ago as 1912. In his book 'The Secrets of Polar Travel' (1917), he said: 'Five years ago at the annual dinner of the Explorers' Club I ventured the prophecy that in a few years the polar regions would be reconnoitered and explored through the air.' He made his 'drive' for the Pole from Cape Columbia on the northern coast of Grant Land, which is less than 500 miles south. He went on to say:

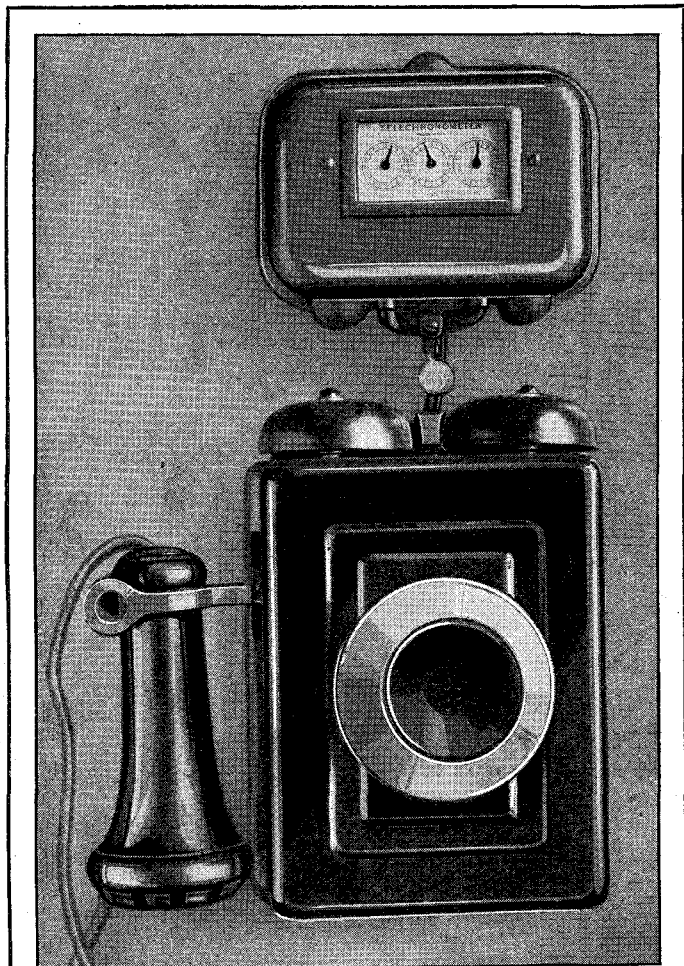
"From Cape Columbia it is less than 1,400 miles in a straight line directly across and over the Pole to Cape Chelyuskin on the Siberian coast, the most northern point of Eurasia. To Wrangell Island across Crocker Island and the entirely unexplored region between the Pole and Bering Strait it is about 1,500 miles. From Cape Columbia to Spitzbergen it is 900 miles, to Franz Josef Land less than 1,000 miles, and to Point Barrow about 1,400 miles.

"It is relevant to note that the metal monoplane acquired by Captain Amundsen has kept the air for more than twenty-six hours, and has already flown from Mineola to Fort Norman in the Arctic Circle, 6,000 miles. It is conceivable that under favorable conditions this plane could be flown from Point Barrow to

North Cape, Norway, with a stop in the neighborhood of the Pole, but Raold Amundsen is too experienced an explorer to face such desperate risks. The drift by the route the Melville-Bryant cask No. 2 was supposed to take is theoretically both safe and sure, and the North Pole can best be reached by an airplane in the hands of those who understand its limitations."

METERED TELEPHONE SERVICE

WHY SHOULD NOT telephone subscribers pay exactly in proportion to the service they get, just as do users of electric light, or of water in places where the houses have meters? Some telephone service, to be sure, is on a call basis, which is something like the method of charging so much "per faucet" for water. One faucet may run a hundred times



Courtesy of "Popular Mechanics," Chicago.

TO METER TALK: THE "TELECHRONOMETER."

as much water as its fellow, and likewise one telephone call may consume an hour while the next takes thirty seconds. The only fair way would seem to be to charge for the exact amount of electricity, or gas, or water, or talk, that is used by the subscriber. Arguments of this sort have evidently made their appeal to the citizenry of Everett, Wash., where, we are informed by *Popular Mechanics* (Chicago), the first metered telephone service in the world, with 6,000 subscribers, was established recently. It seems that the new rates, which are on trial under orders of the State Board of Public Works, are based on the time consumed in actual talking, as gas, electricity, and water are metered. Says the magazine named above:

"Under this system the service company asserts that it is possible to reduce the cost to 85 per cent. of its subscribers and increase the capacity of its plant by 2,000 telephones without adding to the exchanges.

"These changes are made possible through the development of a device known as a 'telechronometer,' which accurately measures the length of time each telephone is used by the calling party. Incoming calls are not registered. For more than a year the telechronometers have been tested, and last December they were ordered placed on all telephones in the Everett system. Just recently the work was completed, and the change made from a flat-rate basis to a 'pay-for-what-you-use' system. The ceremony of throwing the switch that turned the current into the new system was witnessed by a large number of engineers, public utility officials, mayors, councilmen, and others, from the Pacific Northwest.

"Among other advantages of the telechronometer, the company claims that it will discourage and probably eliminate 'listening-in' on party lines, as it will cost the eavesdropper money to take down his receiver and gather the neighborhood gossip; unnecessary and frivolous conversations will be reduced to a minimum, and the use of ten, eight, six, and four-party lines will be increased, because there will be less traffic on the lines.

"Tests made with the telechronometer while the system was still on a flat-rate basis showed that 50 per cent. of the subscribers used 78 per cent. of the service at a cost of .64 cent per 'telechrone,' which is the term used for one minute of conversation. The other 50 per cent. used only 22 per cent. of the service at a cost of 2.27 cents a telechrone. Yet all paid the same flat rate for a similar class of service.

"Telephone service is now given for as little as \$1 a month, which entitles the subscriber to 60 telechrones a month. If he uses more than that amount he pays one cent a telechrone for it. Single-party business telephones that formerly cost \$6 a month are now \$5.25 a month, which entitles the subscriber to 600 telechrones, or almost 24 minutes of conversation, each business day.

"The telechronometer is a little device located close to each telephone and registers the time consumed by the calling party, after 'central' has made the connection. Registration is stopt the instant the receiver is replaced on the hook. No influence outside the control of the subscriber can cause registration.

"The inventor describes the telechronometer as a train of gears that controls the dial pointers which registers in tens, hundreds, and thousands. Movement of the meter is caused by a polarized relay, which operates as follows: When a subscriber removes his receiver from the phone and the operator has made the desired connection, current flows from the central battery to the telephone transmitter and the telechronometer begins to register, and when the receiver is hung up, the current is reversed and the meter stops registering. Thus the pointers on the dial measure the exact time of the conversation.

"The apparatus at the central office consists of a duplicate pole-changing switch, each set being controlled by a standard time clock. The unit of time movement of the pole-changing switches for local service is 15 seconds, and the meter dials register one unit for every four current changes from the central pole changer.

"The two big clocks located in the central office of the Everett system are guaranteed to operate with no more than 10 seconds of variation in 24 hours. Any defect in the meter would only cause it not to register, and the telephone company is willing to take this chance."

WERE THE CLIFF-DWELLERS CANNIBALS?—Did the prehistoric cliff-dwellers eat human flesh? George H. Pepper, of the American Museum of Natural History, points to evidence unearthed by him in the ruins of the great walled-in town of Pueblo Bonito in Chaco Cañon, northwestern New Mexico, as indicating that they did so occasionally, either through stress of hunger, or in the performance of some mysterious religious rite. Says Science Service's *Science News Bulletin* (Washington):

"In some of the upper rooms of this silent stone city, charred and cracked human bones were found scattered about with animal bones which had apparently been part of the meal. 'Skulls and other portions of the skeletons presented the same appearance,' says Mr. Pepper, 'as did the animal bones broken open for the extraction of the marrow. There was no evidence of human bodies having been buried in rooms above the first floor, nor was there any evidence of there having been a fire in the room.' Whether this ghastly feast was the result of some Russian-like famine or part of a ghoulish religious rite is a mystery to which there is as yet no clue. This pueblo was built years before the Spanish Conquest of Mexico and investigations show conclu-



Photo from Underwood & Underwood.

HAVE WE GONE TOO FAR? PASSENGER-TRAIN OF TO-DAY AND ITS GRANDPARENT OF 90 YEARS AGO.

At the right is the first steam locomotive in New York State, the *De Witt Clinton*, under its own steam, hauling a train of early passenger coaches, weighing less than two tons each. The modern Pullman weighs some 90 tons. Is the modern car "overweight" and due to "reduce"?

sively that it was occupied for many years—perhaps centuries. The later architecture is clearly superior to the older portions and shows that these Indians had reached a high plane of development. Nowhere in the Southwest have there been found such masses of turquoise beads, pendants and inlays as were discovered among these old Bonito people whose esthetic attainments are further shown by the elaborately decorated stone mortar and the designs in color on the various skilfully wrought ceremonial articles found in the council chambers of these cliff-dwellers."

ARE OUR RAILROAD CARS TOO HEAVY?

AN OCCASIONAL ENGINEER began to ask this question in public over a quarter century ago. Henry Ford answers it in the affirmative very positively. A writer in *The Scientific American* seems to agree with him. For many years past, he says, he has been watching with interest the steady increase in the size and weight of rolling stock. This increase has taken place in agreement with the well-proved fact that the larger the unit for the transportation of freight and passengers, the more cheaply can they be carried. This is true both of the steamship and of the railroad car; but it is recognized among steamship men that, because of problems of operation peculiar to a ship of enormous size, there is a limit to which increase of dimensions can profitably be carried. So true is this that it is generally agreed that not for many years to come, if ever, will another *Leviathan* be built. He goes on:

"Now, we are inclined to think that the time has arrived when the railroad man should ask himself whether he has not reached, or indeed exceeded, the limit of size and weight in freight and passenger-cars, with coal-cars of 120 tons capacity, and Pullman cars that are about 90 feet in length and approximately as many tons in weight.

"We are well aware that great size of the individual unit has always been a marked characteristic of our American railroads, and that this is due both to the geography of the country, with its vast distances to be covered, and to the demand of the American people for increased comfort, particularly in transcontinental journeys. We are not now, however, contesting the reasonableness of the demand for great size and weight in our rolling stock, but we do wish to put the question up to the practical railroad man whether in meeting these conditions we have not in, let us say, our 90-foot Pullman car gone, a little too far.

"The Pullman car is a 90-foot bridge structure carried upon end piers or supports represented by the two trucks. Now the weight of a bridge may be said to increase, roughly, as the square of its length, and it can readily be seen that, as between a train made up of 60-foot cars and one made up of 90-foot cars, there would be a very large saving of dead-weight in favor of the short-car train. In answer to the statement that the weight of a Pullman car makes for greater ease of riding, it is sufficient to say that

altho this was true in the days of light rails and indifferent roadbeds, it has but little weight in these days of 100-pound steel rail, and track with eighteen inches of stone ballast.

"As to the other fallacy that the great weight of the Pullman of to-day is conducive to safety, it may fairly be answered that, considered by themselves, superfluous weight and momentum are positive elements of danger in collision. It would be possible to build your lighter 60-foot car with as much relative strength to resist the effects of collision, as is shown by the ponderous 90-foot car. As a matter of fact, a given number of passengers carried in a 60-foot car train of Pullmans would be subject to less danger in the event of derailment or collisions than the same number if carried in 90-foot cars, the inertia of the train being considerably lighter and the destructive effects less. Of course, we are supposing that in both cases the cars are built of steel, and upon approved methods of construction. Additional saving would be effected by substitution of four-wheeled for six-wheeled trucks.

"Then there is the question of upkeep of tracks and bridges. The lighter concentration of weight on the four-wheeled trucks would be less severe on the track; the impact at rail joints would be less, and the bridge engineer would find that he could lighten out the floor system of his bridges to no little extent."

THE SAFETY CRUSADE FALLING OFF

AN ALARMING INCREASE IN ACCIDENTS in some factories where the "safety-first" movement has been allowed to lapse is reported by Verne Edwin Burnett in *Industrial Management* (New York). "One of the world's greatest movements," as he pronounces it, with its splendid rise since the opening of the century, has noticeably declined during the past year, he asserts. Several factors have contributed to this result. In many cases the men remained suspicious that safety activities originated for selfish reasons on the part of the bosses—that such work resulted from a desire to "kid them along," in order to reduce labor turnover and to keep them satisfied. Just when a multitude of workmen began to think that aggressive safety and other welfare work had come to be a permanent part of industrial life—the word "Retrench" sounded in the front offices and echoed throughout the factories. He continues:

"As early as the summer of 1920, safety workers began to be laid off. By autumn, doctors and nurses previously employed for factory safety and first-aid work began to look elsewhere for support. During the late fall and winter advertisements appeared in the newspapers and trade magazines announcing hospital apparatus for sale. Some hospitals in factories were completely disbanded.

"Even the most inexpensive methods of safety work were dropped in many factories—factories able to afford at least a

small appropriation for so vital a thing. The bulletins issued by safety organizations were laid on the shelf instead of being put on the bulletin boards. The worries about wage-cuts, lay-offs and retrenchments were allowed undue prominence, even in factories which maintained a fair amount of business.

"The permanent safety features, like ventilation, lighting, routing and mechanical safeguards remained; but the maintenance in many places became haphazard. Educational work through shop papers was cut off through the suspension of hundreds of such publications.

"It can scarcely be denied that during the last year the crusade for safety has suffered a decline. In some factories the number of accidents has increased alarmingly with the cessation of practically all safety work. And the money retrenched from laying off safety workers has been more than counterbalanced by the added expense resulting from lawsuits, loss of time, breaking in of new help to replace those injured or killed, and loss of morale.

"Safety organizations and many individuals engaged in the crusade for safety have at no time given up the fight. But the decline in the movement has been caused through forces entirely out of their control."

HEALTH OF THOSE WHO HANDLE OUR FOOD

WHAT ASSURANCE HAVE YOU that the cooks who prepare your food and the waiters who handle it are at least in that degree of health that will make the meal a source of strength and life, instead of the opposite? At least one city thinks it proper to require the physical examination of all food handlers; and the plan, which has now been in force about a year, has brought out some interesting, if disquieting, facts. The city in question is Kansas City, Kan., which altho the smaller of the twin towns of that name, is still the metropolis of its State. Dr. L. B. Gloyne, Commissioner of Health, who reports on the results of the new ordinance in *The Journal of the American Medical Association* (Chicago), tells us that in one case the cook and all the waitresses in a restaurant were ordered removed. Presumably they emigrated at once to some other town whose citizens are less particular. Writes Dr. Gloyne:

"To recapitulate, 1,860 persons had been examined up to November 1, 1921, by the Kansas City Health Department, and 249 had been examined by family physicians. In addition to these, 112 persons either left town or quit work as soon as the department started to enforce the ordinance. From the stories that we gathered, the vast majority of those who left town or quit work did so because they felt sure that they could not pass the examination.

"Since November 1, 1921, there have been 762 examinations by the health department, and thirty-four by family physicians. This makes a total of 2,622 examined by our department, and 283 by family physicians. The department has refused permits in 61 cases, while the family physicians have refused none. It is possible that all of the 283 persons examined by private physicians were physically qualified, but none of them had any laboratory test to help the physicians arrive at their conclusions. Our inspector has often encountered persons who, thinking they could not pass the health department's examination, insisted on going to their family physicians.

"I previously recommended that all examinations of food handlers be conducted by the health department. This caused a reaction among a few of the local physicians, some of whom desire to make the examinations because they feel that it is the right of the person examined to choose his physician and, also, because they need the income. These physicians are careful about making their examination. Other physicians do not desire to make the examinations, because they fear that something wrong will be found and that their honest reports will cause their patients to lose employment.

"Our experience is not unique in this matter, because health departments in other cities, where family physicians make these examinations, are having similar experiences.

"I want to refer to a few things that have been accomplished by this ordinance. In one restaurant, all of the waitresses were infected. A baker who had an ulcer required seven months' treatment before he was able to return to his usual occupation. I believe that he worked in a near-by city while under treatment.

"We require all restaurant employers, grocery men and druggists, if they are soda dispensers, to be examined. From a moral standpoint, I do not believe that the three groups vary widely.

"Of the three groups, grocery employees, restaurant employees and soda dispensers, the restaurant group stands out as most in need of attention. There is more shifting in that group than in any other. Less capital is required than in the other two lines. I have examined a number of persons who were in the restaurant business because they could not find anything else to do. They were entirely void of knowledge on sanitation. I believe that the next advance in improving the sanitation of our restaurants and other food establishments, and for seeing to it that food reaches the consumer in an uncontaminated condition, will be a mental test that will require the food handler to study certain sanitary principles before he tries to pass the physical examination. I have issued cards to a few persons of very low mentality. It was evident that they were not mentally capable of having the responsibility of preparing food for the public. Some of these I have stopt to talk to, and then questioned them after my little lecture. I found that my talk did not make the slightest impression. This group is composed, mainly, of men, beyond sixty or sixty-five, who run some little place of business all by themselves.

"While the examination of a large number of persons gives a somewhat monotonous task to the conscientious examiner, still the results obtained are well worth the amount of effort necessary to carry out the work, and I heartily recommend the adoption of this public health measure in any community in which it is not now applied."

TINKERING WITH PATENT LAWS

PROPOSED AMENDMENTS TO THE PATENT LAWS, and especially one providing that patents shall expire if the products have not been put upon the market in five or six years, are criticized by an editorial writer in *Railway and Locomotive Engineering* (New York). The writer complains that our politicians are not willing to let well enough alone. No sooner, he says, is a meritorious law passed increasing the force of the Patent Office and thereby facilitating the work necessary to the securing of proper protection to our inventors, than a tinkering process begins. He continues:

"In brief, bills are now pending in the form of amendments to the Patent Law proposing to make patents expire in five or six years unless the invention has been placed upon the market within such period. In other words, if the inventor is not a manufacturer and lacks the means to create a market for his article, somebody else who has these qualifications can proceed and probably grow fat on other men's brains.

"This compulsory license system is not new. It has been tried before and failed. It does not lead to the establishment of new industries. It tends to discourage the making and disclosure of invention and retards progress. It is based upon the erroneous assumption that patents cover things for which a market already exists. Some lawmakers seem to forget, or perhaps they do not know, that before the manufacture of a new article can become profitable it must be introduced; probable purchasers must be made acquainted with it, and a demand created. Many clever inventors set out, unfortunately, without financial resources. The difficulty in getting others to risk money on the success of some new contrivance is increased when by ignoring the inventor for a few years they may secure a competitive compulsory license, if and when a demand for the thing arises, without bargaining with the inventor.

"As is well known, some of the most important inventions have been made by men who took many years to place their inventions on the market in a really valuable commercial form, the patent law giving the exclusive right to the inventor for seventeen years has been a help in the marvelous development of many inventions. If the intention of the proposers of the amendment is to compel foreign inventors to come to America and establish new industries, we are not disposed to hinder progress in any form, but the proper encouragement and protection of the people who happen to be in America already are nearer to our minds than those who are more remote, and any profit that we could make by the compulsory introduction of foreign means and methods should not outweigh the paternal duty of looking after our own, or at least giving them a fair chance under such circumstances and conditions as are calculated to give them time to see of what stuff they are made."

RADIO • DEPARTMENT

IS RADIO ONLY A PASSING FAD?

WONDER AT THE VERITABLE EPIDEMIC of interest in the new radio art is pretty sure to be followed whenever radio is being talked about—and it is being talked about wherever people congregate—by the question as to whether this interest will last. The consensus of opinion appears to be that, whereas there will of course be many modifications of present conditions, and doubtless quite unexpected developments, yet the value of radio from the standpoint both of entertainment and substantial public information and education is far too great to permit doubt of the permanency of this new public utility.

Meantime it is of interest to read such a summary of the present status of the art as is given in *Radio Digest Illustrated* (Chicago). One can hardly doubt that a movement which has attained such proportions in so short a time meets a genuine public need:

"Radio which started as a scientific experiment only, recently has become a craze, but now certainly it is rapidly approaching the status of a business, or perhaps a profession.

"Even the experts do not dare estimate the number of receiving stations, altho 600,000 has been hazarded as a fair guess, most of them saying that the output of the manufacturers only is the limit to which receiving stations will go. It is known, however, that there are 18,690 sending stations to-day; this surprising figure was reached on April 15 and includes commercial, ship and amateur stations licensed by the Department of Commerce. Of the total, 15,907 are land stations, of which 678 are commercial, the balance being amateurs and special amateurs.

"There are ten transoceanic companies operating in this country. One hundred and twenty other stations are licensed to operate from city to city, while 36 'PG' stations are licensed to communicate from the coast to ships.

"The number of limited commercial stations commonly called broadcasting stations, which send out radio telephonic entertainment, market and weather reports, reached 182 on April 15, but other applications are on file and the daily mail brings dozens of them. There were only 67 such stations on March 10, showing an increase of nearly 3½ a day. Thirty-two were issued during the past week. Special stations total 534, comprising 213 experimental, 123 technical, mostly colleges, and 198 special amateur stations. There are to-day 15,031 regularly licensed amateurs transmitting, and of course receiving also, all of whom are licensed through their district inspectors in the nine districts into which the country is divided for their convenience.

"American ships to the number of 2,783 are carrying radio and are listed as ship stations; this number is nearly four times the total ships which were licensed before the war, which indicates the growth of radio on the high seas.

"The radio telephone is rapidly coming into ordinary business life:

"Among the 32 new broadcasting stations licensed recently, Los Angeles secured eight, including one license for a laundry and dye works.

"St. Louis opened three stations, one of which is operated by the local Chamber of Commerce; six newspapers took out broadcasting licenses, bringing the total number of daily papers sending news and entertainment to 23.

"Of course there are many radio corporations, electrical

manufacturing equipment companies sending entertainment, but there are also hardware and departmental stores, oil, stone and motor dealers, as well as chambers of commerce, municipalities, churches and colleges."

The Newark *Call*, which has been making a new practical use of the radiophone that is shown in the accompanying illustration, tells as follows of the interest in American broadcasting methods that has been manifested in England, and of the



A NEW PRACTICAL USE OF THE RADIOPHONE.

Reporters of the Newark (N. J.) *Sunday Call* riding about the city and reporting a parade directly to the *Call* office by phone.

British attitude toward what they regard as a quixotic project:

"English analysis of the radio situation in this country is that we have gone 'wireless crazy' and have lost all perspective of the basic economic principle of broadcasting. While admitting that the United States has opened to the world another new development and has done tremendous things with radio in the last half-year, English observers who have come over to this country to make a survey of our achievements insist that the principle along which we have been working is off balance because it is economically unsound.

"Britishers refuse to be taken on flights of fancy by the boundless public utility of broadcasting as a great medium for the dissemination of information and tenaciously cling to the theory that unless a charge for the service as now given can be made at the receiving end the cost of maintaining the service will continue to be a constant and increasing drain upon the transmitting agency with no revenue to offset it.

"In England, the control of radio receiving and transmitting stations, both amateur and commercial, is under the Post Office Department which has hobbled the amateur with such drastic restrictions that the development of the radio science has not been as advanced as on this side.

"The English press, attracted by the wide-spread interest in this country, has carried the awakening message to the British public, and a noticeable stir of radio enthusiasm is the result. However, there has been no broadcasting in England, due largely to the fact that the English interpretation of a broadcasting service is that it should be self-supporting.

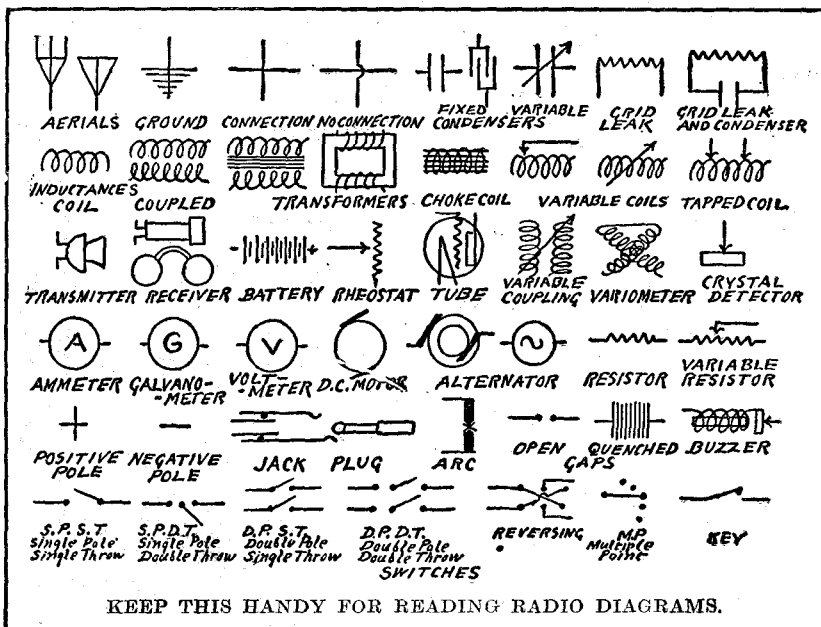
"To make broadcasting self-supporting the Britishers believe that one special agency should be licensed to broadcast, and that

through the Post Office Department all receiving stations should be licensed and the receiving apparatus rented at a fixed rate which would insure a sufficient revenue to maintain a high-class program of entertainment from the transmitting station, or a service charge made for the programs furnished."

The situation has been well summarized editorially in *Radio* (San Francisco), which takes the broad view that radio broadcasting is a public utility:

"Many people are raising the question as to who will maintain radiophone broadcasting stations in the future. The answer is

and with a great deal of space between them. This is done for the sake of appearances in the drawing, ease in drafting, and to render 'reading' the diagrams easier. In following such a diagram the wires may be carried at any angle, in curves or around corners and may be placed much closer together than is indicated. If you should examine a ready-made set you would find instruments and wires packed closely together with the wires far from straight and parallel. Indeed, it is an unwise plan to carry wires parallel for any distance, as there is always a tendency to 'induced' currents when this is done. The main points to remember are to cross wires as seldom as possible; to keep them well separated where they cross; to keep them as short as possible; to have them well insulated and to make good connections."



RADIO FROM A RING

INGENIOUS YOUNG AMATEURS continue to vie with one another in the production of midget radio receiving sets. In the Springfield (Mass.) *Republican*, Mr. Avery E. Lord tells of the work of a New Jersey boy whose latest product is made in the form of a ring to be worn on the finger. It is of course to be understood that diminutive sets such as this use a crystal detector, and therefore can not be expected as a rule to bring messages from stations more than fifteen or twenty miles away, with occasional extension by five or ten miles under exceptionally favorable circumstances. But there is perennial interest in the fact that so tiny a mechanism can be made to interpret any radio messages whatsoever, even with the aid of an aerial.

Here is Mr. Lord's account of the ring receiver:

found in the recommendation of the Washington Radio Conference 'that radio communication is a public utility,' and in the fact that definite bands of wave-lengths have been set aside for broadcasting from government stations and public institutions. The broadcasting of information of all kinds will soon become as much of a public necessity as are good roads. The inaugural address of the next President of the United States will undoubtedly be heard by the people of the country by radiophone. The Borough of Queens, New York City, is considering the installation of a municipal station. On every hand there are signs to show that the broadcasting of the future will be conducted as a governmental function, or at least as a governmentally regulated monopoly."

RADIO SYMBOLS

IN THE PRESENTATION of radio circuit diagrams, or "hookups," certain symbols are universally employed that make it unnecessary to cumber the drawing with descriptive words or even letters. But of course if one has not learned the import of the symbols, the drawings are unintelligible. For the benefit of readers whose interest in radio is of recent origin (some of whom have written to ask fuller interpretation of diagrams hitherto published), we present here a group of the symbols commonly employed, excerpted from *Popular Radio* (New York), regarding which Mr. A. Hyatt Verrill made this explicative comment:

"The symbols used in radio are comparatively few and are shown in the accompanying illustration.

"Do not, however, make the mistake that was made by an amateur who, seeing the symbols representing the primary and secondary coils of an inductance coil drawn side by side, constructed his coil in that way and wondered why his set would not work!

"Inductances are represented side by side in the diagrams merely to avoid confusion of lines, and the two windings should invariably be placed one over the other.

"Also, bear in mind that diagrams of wiring are always shown with the wires running straight, parallel and with square corners,

"A radio receiving set so efficient that it can receive music, speeches or spark messages as well as many large-sized sets, altho it is built in the form of a ring and is no larger than many of the little finger rings now affected by many persons, is what Alfred G. Rinehart, 19, of 527 Morris avenue, Elizabeth, N. J., claims for a set which he has just completed. At a demonstration given at his home recently, Mr. Rinehart's claims seemed to be justified, for F. Reed Campouilliez, at WJZ, was clearly heard singing from the 'Messiah,' and not a word or a note of the accompaniment was missed. The tiny set took the words and music from the air and gave them out through the phones as loudly and as clearly as an ordinary telephone message under good conditions.

"The entire set, outside of the slender coil, slightly more than an eighth of an inch in diameter, which is smoothly covered with sealing wax and encircles the finger, measures but 1 by $\frac{5}{8}$ by 7-16 inches. These measurements include the brightly polished bakelite panel on which are mounted a diminutive crystal detector of the 'cat-whisker' type, and a small switch control which is connected with the coil by nine taps, and which permits as many different tuning adjustments by means of a movable hand which makes connections with any one of nine tiny brass studs neatly arranged in the form of a semicircle.

"The ring set seems to eliminate interference to a remarkable degree, and concerts or code messages can be received over it without any difficulty due to imperfectly heard passages under normal conditions. With the inner coil-traps, a wide range of tuning is possible. During the test, WJZ at Newark could be tuned out completely, without a trace of it being heard, and a code message which was being transmitted, picked up, merely by moving the switch control on the ring over one point.

"Although the inventor of this ring set recently built a 'Domino Midget' set measuring only $1\frac{1}{2}$ by 1 by $\frac{5}{8}$ inches, he has used an entirely different hookup for his ring set. With this miniature receiving apparatus he can receive messages transmitted on wave lengths up to and including 550 meters.

"To emphasize the efficiency of his tiny set, the inventor disconnected it from his two-strand, 75-foot aerial and water-pipe ground and went outdoors, connecting the set to the metal stem of an ordinary umbrella for an aerial, and using a screw-driver stuck into the earth for a ground. With this outfit the listeners heard numbers sent out by WJZ, faintly, but loud enough to distinguish the tunes and hear the operator signing off."

A SIMPLE VARIOMETER RECEIVING SET

MUCH OF THE COMPLAINT about interference that comes from novices in radio receiving is due to the use of tuning devices that are not sufficiently sensitive. In the usage of the experienced amateur, the type of tuning coil known as a variometer has pretty generally taken the place of the single-tapped induction coil and the familiar loose coupler. A tapped coil serves very well where it is not necessary to distinguish too closely between wave systems; but may prove inadequate when really nice discrimination is in question. The variometer, consisting essentially of two coils, one of which rotates on its axis within the hollow of the other, permits the most infinitesimal gradation of adjustments. In one position, the two magnetic fields coalesce and mutually strengthen each other; as the inner coil is rotated, the mutual relations of the magnetic fields are indefinitely modified, and at 180 degrees they are fully opposed. The inductance of the antenna system is thus shifted from minimum to maximum, tuning for waves of all available lengths, by merely turning the knob attached to the axis of the "rotor" coil.

Some of the most elaborate radio receiving outfits on the market use this system. One that has three stages of audio-frequency amplification has carried automatic control of rheostats and condensers to such a stage that nothing whatever is required of the operator who would "listen in" but to turn the pointer on a single dial, thus operating the variometer, guided solely by results. You have merely to turn the pointer until the sound you wish to hear is loudest and clearest—and then sit back and listen. Once the pointer is adjusted, it may be left there, and if you wish to listen to the same station on another evening, all that is necessary is to push a button, just as you turn on an ordinary electric light.

An article by Mr. William F. Crosby, in *The Modulator* (New York), tells how to make a very simple set with variometer for tuner. Here is the description:

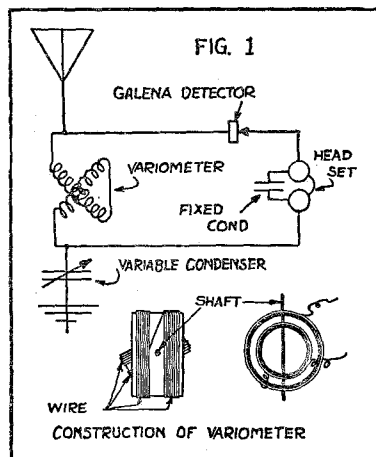
"By referring to the accompanying diagram it will be seen that this set is about as simple as it is possible to make a set that will really work well. The set consists primarily of a good make of crystal detector, a variometer and a small variable or fixt condenser. The phones and the wire for the aerial will also have to be purchased.

"It is best to buy the variometer, altho it is not much of a job to make one from two cardboard tubes. One of these tubes will have to be small enough so that it may be turned all the way around inside the larger one. The large one will have to be about three and a half or four inches in diameter and about two and a half inches long. These two cardboard tubes should be given a couple of coats of shellac and then wound with about 40 turns of No. 24 cotton covered wire. A shaft will have to be run through the center of these tubes in such a way that the large tube is stationary and the small one turns. It will simplify matters if, when winding

the wire, a space of about a quarter of an inch is left in the middle of each of the tubes to allow the insertion of this shaft. The shaft should be made of brass and it may be left long enough so that a knob of some sort can be fastened on the outer end.

"This variometer will not be quite as good as the ones purchased in the radio stores, because the windings will have a greater degree of separation, but it will work good enough for a set that is only going to be used for a short-distance reception.

"The variable condenser had better be purchased, as this is



very difficult to make. A small fixt condenser may also be used in this place, but the variable condenser will give the best results, as it allows the operator to tune the set better. Another small fixt condenser should be connected across the receivers.

"After the parts are all together, wire them up as shown in Fig. 1. The whole set may be mounted in a small cabinet if the maker so desires. All connections should be soldered and ordinary No. 18 bell wire will do for wiring."

MORE AND MORE INDOOR AERIALS

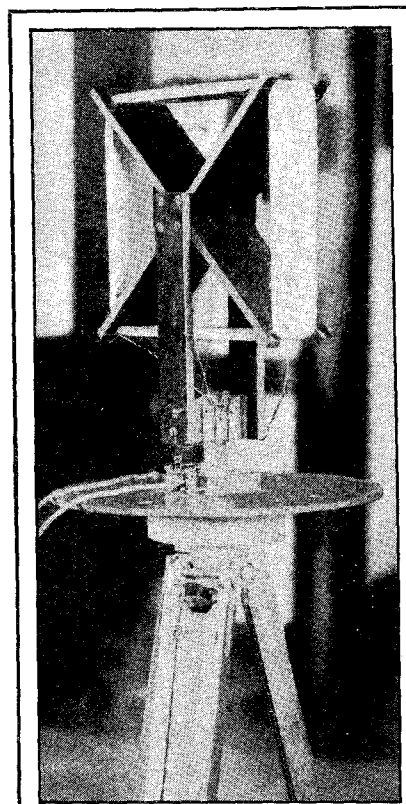
REPORTS CONTINUE TO COME from Washington of experiments by the Bureau of Standard experts with various types of loop aerials. We learn of one aerial only nine inches across, and another about six feet; both of them said to be capable of intercepting messages from across the ocean. At this season in particular the loop aerial makes appeal because of its virtual elimination of "static." And it is not the government experts alone who are experimenting. Many amateurs in all parts of the country are testing the loop in one form or another. The *New York Globe* tells of apparently successful experiments to extend the application of the indoor aerial to the receiving outfit using only a crystal detector. Needless to say, the Bureau of Standards experiments, and those of most amateurs, have been made with vacuum tube (triode) detectors. Indeed, it has been accepted almost as axiomatic that it is necessary to employ amplifying tubes (usually involving several stages of radio frequency), to make amends for the relative intensitiveness of the loop. But this necessity does not seem to apply to the form of loop used by the experimenters to whom *The Globe* refers:

"Amateurs of Elizabeth, N. J., which is a hotbed of radio activity, are frankly skeptical of the experts' repeated statements that indoor aerials won't work with crystal sets.

"Martin J. Corcoran, principal of the Boys' Vocational School, and one of Elizabeth's foremost radio experimenters, is one of them. Mr. Corcoran, after trying out both kinds, announces himself as in favor of the indoor variety for crystal as well as bulb sets. He states that his conclusion is based on his own experiments and trials made in Elizabeth by his pupils.

"He explains that indoor aerials are found to be far superior to outside ones in cases where conditions are not ideal for the outdoor antennae, where long straightaway stretches of wire can not be erected or where tin roofs or other objects which lessen an outside aerial's efficiency can not be avoided.

"Mr. Corcoran reports that in his own case, a continuous wire, 144 feet long, strung in four lengths in his attic, with one end leading to his set, gives him better results than he obtained with a 200-foot outside aerial. He states that he finds the efficiency of the indoor aerial is increased by running a loop from the free end to the section of wire leading from his receiving set."



Copyrighted by Underwood & Underwood.

NINE-INCH COIL HEARS EUROPE.

This coil antenna, made at the Bureau of Standards, at Washington, is but nine inches square, yet when hooked up with extremely delicate receiving apparatus will detect radio signals from Europe.

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

HOW ART HAS GONE TO THE DOGS

DESPAIRING OF ART in general, as one critic does, there may not be much credit in claiming that American painting leads the world. "Art has gone to the dogs," declares Mr. Henry M'Bride of the *New York Herald*; "that is to say, it is no longer a living force in the world." To set this over against the declaration of Mr. Homer Saint-Gaudens in *Arts and Decoration* (May) that "America is producing the finest art in the world to-day," is to be encouraging counsels of despair. But Mr. Saint-Gaudens with commendable optimism thinks it a

"The attitude of our own museums, the fact that foreign painters send us poor pictures, the fact that they charge too much, and the fact that in these days our own painters are better. The more inexperienced men abroad still believe that inferior works of art made in Europe are acceptable to us because they bear the foreign brand. . . .

"Furthermore, the purchase of foreign works of art made by so many of our wealthy men have often been unhappy ones of late, and those in a position to guide them have not hesitated to tell them that they have frequently been swindled by unscrupulous dealers who have induced these rich dilettante to buy as fine works of art, second-rate canvases by first-rate names. . . .

"One cause of the falling off of our foreign purchases is that the Europeans cheerfully raise their prices in this country from one-half more to double what they expect abroad. This caused little difference during the period when foreign money was so badly depreciated. But as the exchange returns to normal, the bargains will grow less tempting, and the resentment on the part of our public at this extortion becomes more forcible.

"The last reason that the modern canvases from across the water have failed invariably to find a home with us, is the simplest one of all. Our paintings are better."

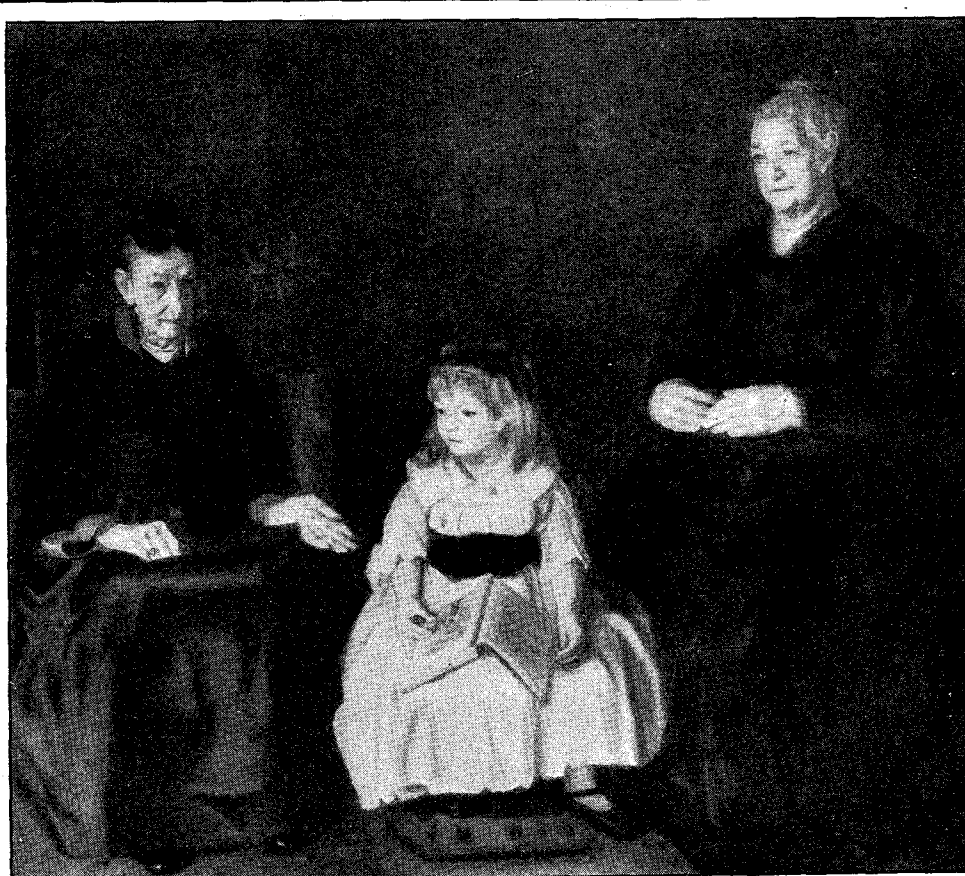
Turning to Mr. Cortissoz's notice of the Pittsburgh show in the *New York Tribune*, we see how his view confirms Mr. Saint-Gaudens's. First of the French section:

"There is a curious want of freshness about the French show. The modernists are on the wrong track, but their discontent with the conservatives is understandable. The very virtues of the Salon grow a bit depressing when they subside into routine. There are one or two singularly clear demonstrations of this in the exhibition. The names of Aman-Jean and Jacques Blanche used

to be synonymous with progressive ideas. They had originality. They had charm. Now they paint what we can only describe as pot-boilers. They and other Frenchmen, artists like Desvallieres, Cottet, Simon and Prinnet, have all the easy sophistication in the world, producing unimpeachably well-made pictures; but there is not a spark of inspiration left in their work. They have trusted too long to an excellent formula. Excellent as it is, it can not function by itself; it needs the animating fire of a purely personal force. Fortunately this is forthcoming in a few instances."

In the English section, as in the French, we read, there is a single picture which sets one to thinking about a school.

"It is a canvas with a portentous title, 'Sowing the Seeds of the Irish Free State.' Sir Williams Orpen painted it. Merely to state that fact is to indicate an affirmation of what is most



Photographs from Carnegie Institute, Pittsburgh, Pa.

WINNER OF THE MEDAL OF THE FIRST CLASS.

George Bellows's "Eleanor, Jean and Anna," among the American pictures of the International Exhibition, Carnegie Institute, 1922.

misfortune that "we do not know how great is our present lead over Europe." He found it out, he says, when he went abroad "to collect the foreign contingent of the annual Pittsburgh International Exhibition" now showing—the show, in fact, that drew pessimism from Mr. M'Bride. But we will attend first to Mr. Saint-Gaudens. He got a hint first from the French painter, Mr. Lucien Simon, who confided to him that he "was not proud of French art." While Mr. Saint-Gaudens does not say that he is forced to bring back inferior canvases of distinguished foreign painters, he does say that foreign artists are not eager to send their pictures here first, because they resent the jury system which may humiliate a great name by rejecting his picture. Then they complain that we do not buy their pictures; and this oversight of ours springs from several causes. Such as:

significant in British art at the moment. Orpen is one of the outstanding types of his time, as admired a leader as Augustus John. There is something in this picture to explain why. The nude young woman dominating the design is capably drawn. So is the charming colleen on the right. So is the lugubrious gentleman beside her. But that is all. As an excursion into allegory the painting completely fails to carry conviction. There is nothing imaginative about it. It is merely a strange sort of poster. In its want of glamor it is characteristic. There are several other canvases here which have an imaginative aim. There are religious compositions by Maurice Grieffenhagen and Robert Anning Bell; there is a picture of Noah and his family by Mr. Leon Underwood, 'After the Flood,' an essay in the manner of the Italian Primitives which is not without merit. But these things seem the works of illustrators rather than painters and to be compositions put together by main strength rather than out of genuine imaginative fervor."

Mr. Cortissoz disclaims "patriotic prejudice in saying that the American section rather overshadows its neighbors."

"A distinguished Englishman or Frenchman would be compelled to admit that our school is the most progressive of the three. It is weak as the others are weak, in imaginative design. There are few contributors of pictures removed in subject from the everyday prose of life. But those few, as it happens, have value. We feel the sense of beauty operating in a really charming manner in Dewing's 'Dance' and in Brush's 'Modern Madonna.' Its gracious effect is visible again in the somewhat confusing but still impressive picture of 'The Expulsion,' by Mr. E. F. Savage. Tho this painter has devised too artificial a background for his figures, the latter are conceived with originality and are beautifully drawn. Mr. Blashfield is heroically monumental in his 'Angel with the Flaming Sword.' Decidedly these episodes have a serious interest. It is possible, also, to set against the brilliantly academic treatment of the nude in 'A Model,' by Mr. Leopold Seyffert, the even more brilliant individuality of Mr. Arthur B. Davies in his 'Nevada.' Still, it is in manual dexterity that the American exhibition is richest—in manual dexterity doubled with a freshness, a vigor, giving this section a tremendous advantage over the British or the French."

Knowing Mr. M'Bride for his staunch defense of the moderns, we are prepared, perhaps, for his despair. The Show "lacks ideas" said a Pittsburgh reporter, and Mr. M'Bride reechoes:

"So it does. It lacks ideas. In all the length of the galleries there is no single work that speaks to you straight from the heart in the accents employed by the man, say, who attacks the Volstead Act, or that other, even more eloquent, who describes to you how Babe Ruth hit a home-run, or how Charlie Chaplin makes his first entrance in 'The Kid.'"

"This is no entertainment that sells the house out without advertising. On the contrary, all the blandishments known to expensive publicity agents are required to inveigle the poor Pittsburghers away from that rival attraction across the lots, the ball game, and into the granite inclosures of the Institute. . . ."

"What's the trouble? Has art gone to the dogs? I'll say it has. It once had a proud estate. Kings intrigued for the Benvenuto's and Leonardos and the deepest minds were swayed by Michelangelo's performances. The deepest minds to this day are still swayed by him. But what spiritual provocation or support are President Harding or Mr. Henry Ford to obtain from the Carnegie Institute exhibition? They prefer the comic supplements of the Sunday newspapers, and altho I hold no brief for the comic supplements, I hesitate to condemn these distinguished citizens."

"Art has gone to the dogs. That is to say, it is no longer a living force in the world. It has been relegated to the second, or perhaps third, plane. It can not compete with the movies as an educational factor, nor with baseball or motoring or musical comedy as a source of entertainment. . . ."

"Is this final? Who can tell? Certainly the situation is not helped in any way by mincing the facts. It may be that painting and sculpture are to dwindle and fade away into lost arts. The world is an old institution and a very indifferent one. With the greatest conceit imaginable, man finds it difficult to believe that nature takes his little affairs seriously. But little as we know about nature, we small creatures have already accumulated a vast amount of data about ourselves. So, altho painting and sculpture may go altogether into limbo, along with the dimly remembered handcraftsmen of our forefathers, the aspiration for expression and the will to believe in the eternal mysteries will continue."

OUR LITERARY "BACK-SCRATCHING"

THE TIDE OF PERSONAL JOURNALISM is running so high that it begins to attract defenders. When a casual contributor to the correspondence columns of the newspapers wrote in to say he didn't agree with the edicts of the literary gentry who have overcome the old-time habits of anonymity, he used an irritating word about their judgments. "Back-scratching" is what he called their activities—not a new



BY AN ADMIRER OF THE BRITISH SCHOOL.

Augustus E. John, lately inducted into the Royal Academy, sends this portrait of a "Canadian Soldier" to the Pittsburgh Exhibition.

word, indeed, nor representing a new occupation, but one that seems to fit the present. The younger men write so much about each other that a large public must enjoy the game. In the New York *Tribune* two men take up its defense from different angles. Mr. James L. Ford has probably seen so many back-scratching eras that he can not "view with alarm" the present resurgence, for he has found it to be the best way of killing mediocre talent. Mr. Percy Hammond is so generous as not to see it at all and culls from the May *Bookman* his weapons of defense:

"What I intended to prove quite a while ago was that this suspected conspiracy of literary masseurs may be, more or less, a superstition. Frank may jolly Alec, in print, about the rainbow dreams in his brilliant scarf. Mr. Farrar, of *The Bookman*, and Mr. Weaver, of *The Brooklyn Eagle*, may waft their infant kisses to such lips as are commendable. John Peter Toohey may whisper loudly to the world that Mr. Broun, like the Thousand and One Nights, is sole and unparalleled, and F. P. A. may acclaim with enthusiasm the qualities of Christopher Morley. Alan Dale may doff his plumed hat to J. Ranken Towse, and Miss Laurette Taylor (who is literary as well as histrionic) may in her published thoughts express such adoration for Robert Benchley, of *Life*, as Mr. Benchley has exprest for her. But none of them does these nice things with the expectation of subsequent emolument."

"In the current *Bookman*, for instance, you can get an idea of how honestly the writers speak of one another, and of how little they care for the fable of the bread that was cast upon the waters."

The May *Bookman's* contributors at least are not addicted to the oily embrocations of mutual advertising. Here, for example, are a few of the things they say about their fellow artists:

"Hugh Walpole: 'H. L. Mencken is set tight in his own opinions, like a toad in its hole.'

"An anonymous critic: 'Joseph Hergesheimer is a most frightful liar. He bathes and basks in flattery. He has assignations with adjectives, love affairs with nouns and capricious liaisons with adverbs and prepositions.'

"Kenneth Andrews: 'Shaw's "Back to Methuselah" is a preposterous affront to his faithful followers. . . . A colossal failure.'

"Ditto: "'The First Fifty Years" grows toward the end a bit synthetic.'

"Ditto: 'The dialogue of Eugene O'Neill's "The Hairy Ape" is clumsy, redundant and painfully rhetorical.'

"Edward E. Paramore, jr.: 'H. L. Mencken is a hardened Germanophile. His gods are Bach, Beethoven, Brahms, Frederick the Great, Nietzsche, Goethe, Ludendorff, Wagner, Plato, Shakespeare and George Washington.'

"Ditto: 'George Jean Nathan's critical estimates are much like Mencken's. He is a man bored, skeptical and blasé about almost everybody but Bach, Beethoven, Shakespeare, Goethe, Frederick the Great and Sappho, and he hates a good deed shining in a naughty world.'

"Ditto: 'Heywood Broun reveals a meagerness of cultural equipment incredible.'

"Ditto: 'Gilbert Seldes (of the *Dial*) is the victim of an acute occupational disease. A terrific strain has been put upon his sanity by prolonged contact with the cuckoo manuscripts in the *Dial* offices.'

"Burton Rascoe: 'In Claude Washburn, the author of "The Lonely Warrior," I can not discover the slightest gift for writing.'

"Ditto: 'The charm of Fitzgerald's "This Side of Paradise" was precise in its puerilities. The "Beautiful and Damned" is blubberingly sentimental.'

"Thus in the May issue of *The Bookman* armor on armor shines and trumpet to trumpet speaks, in no obligato to back-scratching. The litterati are shown here to loathe the caressing gestures of the courtier and to be good at wielding the bruising irons in the strife and carnage of New York's feuilleton, essay and fiction circles."

If this doesn't prove the innocence of the condemned journalists, Mr. Hammond prepares another brief. You may take him for a gentle ironist if you like:

"Further evidence is at hand absolving our young writers and artists from the charge that they practise the voluptuous habit of back-scratching. Here, for instance, is the case of the Algonquin coterie, considered by many persons to be the most pernicious of the addicts languishing, more than others, it is said, in the enervating amours of mutual admiration.

"Alarmed observers of less wanton minds have regarded the Algonquin bund as constituting a bourse wherein there is daily traffic and exchange in published puffs, 'notices,' compliments and extollations. Both suspicions are calumnious. Responsive, perhaps, 'each to other's note,' while manguering at noontime, they may be depended upon to be avowed and erect in composing for publication, and to sacrifice the feelings of their brethren to their honest sense of Duty. Franklin P. Adams would sheathe, forever, his smiling stylus ere he would permit it to pen a venal flattery; and no printed page can brag that it has been sullied by lying words from David Wallace or John Peter Toohey, the Algonquin press agents de luxe. The Pembertons, Brock and Murdock, the Kaufmans, Beatrice and George, Kecey Allen, Burton Rascoe, Donald Ogden Stuart, Carl Van Vechten, Newton Fuessle and others in this friendly syndicate worship intimately. But when at a distance from the shrine they grow agnostic and sincere."

Mr. Ford, in another issue, culls from history and experience to prove that the game carries its own corrective. He refers to the old days, when literary wares were to be sold only to the *Century*, *Atlantic*, *Harper's*, *The Ledger* and *Frank Leslie's*:

"The backs most assiduously scratched then were those of the buyers of manuscript, and the practise is so ancient that I used to wonder if the hieroglyphics on the obelisk in Central Park, which learned Egyptologists were then trying to decipher, might not prove to be encomiums of the buyers of the rolls of papyrus on which ancient scribes were wont to grave their comment

and chronicle. Be this as it may, the magazines of the early '80's, as well as the out-of-town papers, for which so many of us wrote, were enriched with evidences of back-scratching embodied in such articles as 'Homes and Haunts of Noted Writers,' 'World Famous Editors Seen at Close Range,' and 'Boston, the Literary Center,' every one of which dealt exclusively with contemporary purchasers of manuscript.

"But there was no back-scratching for the writers, save for the few who died leaving manuscript in the safe of some magazine. . . .

"Back-scratching was one-sided in those simpler days and purely commercial; to-day it is reciprocal, and so far as I can see not designed to further the sale of manuscript. Neither then nor now can it be said to influence public opinion, for some of the most assiduously puffed books have died on the booksellers' shelves. But in its effect on those writers whose vanity it tickles it is by no means the harmless indoor sport it appears, for the fame it creates is meretricious and so thin that it wears off in an incredibly short time. Moreover, the sort of publicity it provokes is a dangerous narcotic, the taste for which grows with indulgence, and the unfortunates who yield to it are no more to be envied than are those who are tormented by a craving for soul-destroying drugs. Let the practise grow in extent and the profession of letters will have its registered addicts limited by law to a moderate daily dose of the enervating narcotic. . . .

"I do envy them, however, for their pleasant, care-free lives. Lunching here and dining there, chatting with this one, dropping in on the other and chatting with the third, and forever gleaning scraps of genial personal information, their days and nights flow on like an untroubled dream. Their unexampled facilities for meeting and amiably scratching the backs of all classes of persons, including even a few I have heard of, must lead in time to an urban acquaintance wider than anything my philosophy has yet dreamt of.

"Log-rolling is undoubtedly an agreeable calling, tho a futile one, for it leaves those who follow it no time for real work, and I have noticed that the most assiduous rollers make but little headway in the profession they claim as theirs."

ENGLAND DESPERATE OVER LOST ART—Australia buying Vandycks! And why not? England is more complacently impoverished to make the Empire richer. But when America comes into the market the loss is irrecoverable, and a King's son-in-law takes a hand in stemming the tide. The *Westminster Gazette* presents anew the painful situation:

"The argument of selfishness does not apply. It is true that many of the treasures of our private galleries have been acquired after Continental wars, when the length of British purses has beaten off all competition. The plea might run that just as we purchased the work of the great masters of Italy, Holland, Belgium, and Spain, just as we acquired some of the richest treasures of Greek art, so others, now more wealthy than ourselves, are levying their toll upon what is the common possession of mankind. We can not make a corner for ourselves in foreign art. But we are losing also the finest works of the British school, the landmarks of British genius in painting. The time might conceivably come when a pilgrimage to the United States would be a necessary preliminary to understanding how great have been the achievements of British art. . . .

"We can, therefore, extend sympathy to Viscount Lascelles when, in the week of the Burdett-Coutts sale, he suggests that 'some advantage should be allowed to the private owner of great works of art who has sufficient generosity to show them on occasion to the public.' In the main it is the pressure of death duties which brings valuable art to the hammer. Some relief in that direction was wisely afforded by Sir Michael Hicks-Beach for pictures of which the owner is not competent to dispose—which are heirlooms, in fact—but this has proved effective in only a slight degree. Too often the pictures or other works of art provide by sale the readiest means of meeting the demand of the tax-collector. It might well be considered whether some further protection should not be given. A provision that objects of historic value should not be subject to duty on passing at death, but should on being sold pay all the duty they had hitherto escaped, would probably enable the nation to acquire on the easiest terms whatever was thought proper to include in national collections. The State would purchase by means of the death duties accrued to it."

THE RECONQUERING GERMAN MUSIC

GERMAN MUSIC HAS REESTABLISHED ITSELF in London with less effort and heart-burning than it has with us. The past concert season has seen Strauss and Elena Gerhardt there as with us; and from newspaper accounts their audiences were larger, tho the German-speaking contingent in that city is small. "There were enthusiasts at one time who were sure that after the war there would be a new heaven and a new earth in music as in other things," says Mr. Ernest Newman in the *Manchester Guardian*, "that while French and Russian music had at last been discovered, German music had at last been found out, and now there would be an end of the swindle." Mr. Newman, who was always a devotee of German music, implies that he, at least, never fell into this benighted frame of mind, and now can smile at those who did. For he says:

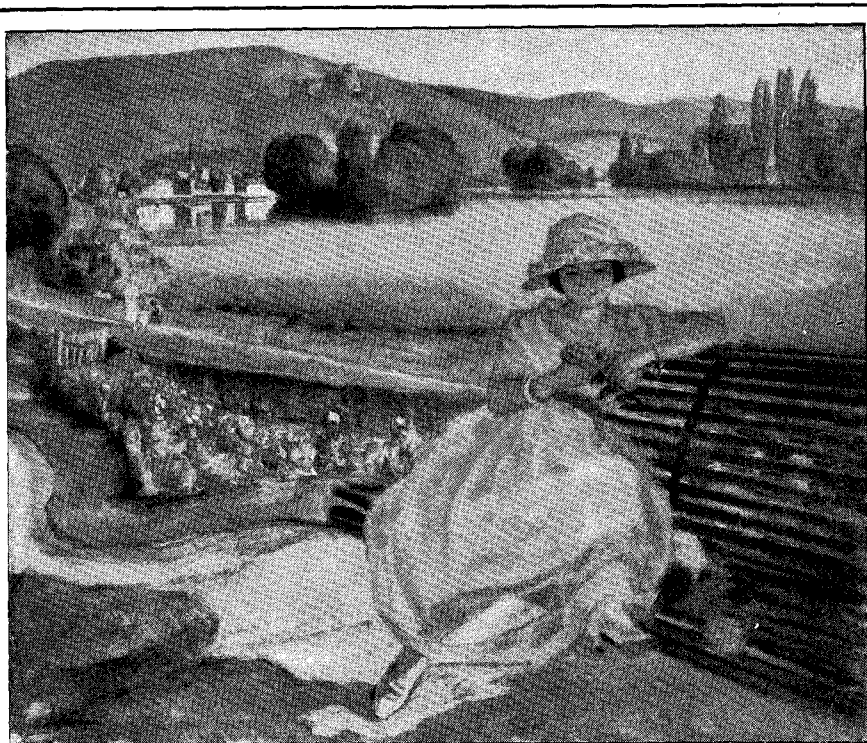
"These good people have probably wakened up again by now. The war has no more altered musical human nature than it has altered human nature in general. The enthusiasts reckoned without the plain man. This simple person cares nothing for theories, especially theories of esthetics; he just likes what he likes, and, unlike one or two of my journalistic friends, can not, with the best will in the world, persuade himself that he likes a thing when in his heart of hearts he knows he doesn't. He is now being sneered at as a 'pro-German' in music (it is strange what a high survival-value words have even when all the meaning they once might have had has gone out of them).

"German music has, indeed, emphatically 'come back,' as the boxers say, during the last three years. For this the anti-German enthusiasts themselves are partly responsible. They had no discrimination in their own admirations, no discretion in their propaganda. Almost any music, to some of these people, was good music so long as it was not German. The shoddiest Russian and French music was boomed as vociferously as the best of it, and the plain man, not being the fool he was supposed to be, soon saw the difference, and saw how fallible was the sense of direction of his self-appointed guides. And all the while his own natural desire for a good time was asserting itself. He asked for nothing but the best of everything. There was a dim instinct within him that he had not had it during the war. The moment the chance of it came his way he fell to it, as our American friends say. Hence the scenes one witnessed at the return of Kreisler and at the first reappearance of Chaliapine. Hence also the enthusiastic greeting that Elena Gerhardt has had.

"Her second recital, like her first, reminded us of the old days, with the audience crowding round the platform for encores at the finish, and refusing to leave until a delicate hint had been given them, by the turning out of most of the lights, that it was time for virtuous citizens to go home and give a tired artist a chance to rest. All talk about the public returning blindly to its pre-war adoration of German music is beside the mark. It hangs on Miss Gerhardt's lips because it knows that her art is the supreme thing in its particular line. The public is decidedly critical of German music in these days. The old uncritical worship has gone; great names are no longer hypnotic:

Miss Gerhardt's art, we are told, "is like the German music from which it derives; it has the virtues and the failings of an aristocracy, as Chaliapine's, like Russian music, has the virtues and the failings of a democracy—in the one case a super-refinement and super-subtlety that some day or other must break down; in the other a homeliness that is not free from roughness and now and then becomes plebeian." In fact—

"After an evening of Miss Gerhardt we feel that some of the singing of the best of the Russian singers is merely the art of inspired ragamuffins. The impression comes in part from the more primitive quality of much of the Russian verse and song: it is admirably vigorous and direct, but it would sometimes, one can not help feeling, be all the better for a good washing and airing; the contact with the soil is too close and too obvious to eye and nose; the folk-clothes have been worn a little too long next the skin; and some of this art sweats vodka at every pore. It will be retorted that German song is not wholly free from evidence of association with German beer; and indeed the worst



"WELL MADE" BUT "UNINSPIRED."

Virtues common to all the French pictures in the Pittsburgh show. The one we use for illustration by Henri Lebasque is called "The Banks of the Seine, Andelys."

specimens of German tearfulness are obviously the product of German beerfulness. But all the crude and popular elements in this art have, in the best examples of it, been refined by a long process of evolution. It is this sense of being in the company of an aristocratic art that has taken centuries to grow to its present slightly artificial perfection that is the secret of our delight in Miss Gerhardt's singing. Chaliapine often moves us by a humanism that is hardly a step removed from naturalism. Miss Gerhardt's art is the fine flower of style and breeding, as remote from naturalism, as eloquent of the highest sophistication of culture, as is the style of Anatole France. This impression is deepened for us now by her habit of taking most of her songs more slowly than of old; the very deliberation given us time to be conscious of the complete self-possession of her art, its consummate drawing-out of all the delicate threads of it.

"Art so perfect as this, whether creative or interpretative, implies the ending of a long line of evolution, and therefore the prelude to a decline. Nature cannot go on indefinitely piling a Schumann on a Schubert, a Brahms on a Schumann, and a Wolf on a Brahms. All over Europe to-day it is clear that the old musical régime has broken down. None of the new polities is as yet stable, but there is any amount of vigorous experiment in reconstitution. We have to be tolerant with these experiments. We know that few of them can hope to survive their own day; but out of them will come, in the fullness of time, the work of genius we are all waiting for. It is in this philosophical mood that we listened the other evening to the playing of the new string quartet of Malipiero—'Rispetti e Strambotti'—by the accomplished Lener Quartet. Both the old technique and the old ideals of string quartet writing are here discarded. It is young art, and has all the crudity, the self-assertiveness, the limit of intelligence, and the occasional charm that we expect from youth when it sets out to rebuild the cosmos."

RELIGION-AND-SOCIAL-SERVICE

A TRAGEDY OF MODERN MISSIONS

MARTYRDOM IN FAR SZE-CHUAN, when he had all but planted an outpost of the Cross in Lhasa, the Forbidden City, was the earthly lot of Dr. Albert Leroy Shelton, a medical missionary, whose death has been widely reported in the press. He was killed by bandits while on his way to Lhasa at the invitation of the Dalai-lama himself. It was an end which was not unexpected, and once, when a friend asked him if he were never afraid on his long, lonely trips, he replied: "I am scared to death most of the time." Then he

"Shelton went to Batang, on the Tibetan border, to do everything that would open the 'Great Closed Land' to God. As he realized that one of the most important requirements was a group of well-trained, consecrated colleagues, he selected the best men he could find to work with him at Batang and devoted much attention to plans for a station where the work should be well balanced. Early he realized the need of school work and industrial work, as well as the medical work, but the center of the whole was the evangelistic work. He insisted that everything that they did should have as its ultimate end to bring men to Jesus Christ.

"Shelton was a great physician and surgeon. The hospital at Batang will always stand as a monument, even as a piece of architecture built in the face of most trying conditions. In this hospital he and his associates treated with great skill the Chinese and Tibetans who came, and won a wide reputation. . . . After the operations were over he would gather about him the priests and lamas and discuss their Buddhist lore, with which he was familiar. If he was with a robber band around their camp-fire at night in one of the great mountain fastnesses, he would condemn their practise and then tell them the simple story of the sinless One who wanted to be their Saviour. Some of these robbers so much admired the strong missionary that they wanted to be a brother to him, and one of them said: 'Why not you and I be brothers?' Shelton replied: 'You kill people; you rob; you drink whisky and do many other things that are against our religion. How can we be brothers?' The man was angry, and said, 'Well, what will your religion allow you to do?' Shelton replied: 'The teachings of Christ.' Later this man brought a document to Shelton, which read: 'In view of the fact that General Lozong (as he calls himself) and Dr. Shelton have taken an oath that they will not kill, that they will not drink whisky, etc., and they have decided to be brothers. . . . Furthermore,

this is to give notice that if any of you ever molest Dr. Shelton, I will bring a thousand men to wipe you off the face of the earth.' A year and a half later Lozong wrote, 'This is to inform you that I am strictly keeping my oath of a year and a half ago.'

Dr. Shelton used every talent for God. As a marksman, we are told, few men could surpass him, and one day he dispelled the Tibetans' superstition that their charm boxes would protect them, by tying one to a goat and shooting the animal dead with an old Tibetan firearm. He had, too, a sense of humor, and so—

"He endured trials as only a man of faith and a man of humor can endure them. For seventy-two days on his last journey home he was held for ransom by Yangtienfu, a bandit general in Western China. He so won the hearts of the members of this band that they offered him \$12,000 a year to stay with them and be their chaplain. . . .

"Through the ministrations of a prominent lama he secured the consent of the Dalai-lama himself to go to Lhasa, and he put his heart, his soul, his all in that trip. He was killed by bandits as he was starting on that lonely pilgrimage. His martyr death is a challenge to the whole Church to go to Lhasa with the Gospel of God's love. Shelton's own words will forever challenge young men: 'Let no young man think that it is a mistake to bury his particularly fine abilities in mission work in Asia; for it requires in the service of the Kingdom of God just as high an order of intelligence, just as great concentration, just as fine tact, and just as much "punch" as are required to run any great business concern.'



Photos by courtesy of "The Missionary Review of the World," New York.

A HERO WHO WAS "SCARED TO DEATH MOST OF THE TIME."

But Dr. Albert Leroy Shelton added, "anybody who follows the will of God will be scared because of the new paths they have to travel," and he never faltered on his own.

smiled, and added: "But anybody who follows the will of God will be scared because of the new paths they have to travel." Yet, we are told, the story of his evangelism and of his operations performed in the open field or in some dirty lamasery will forever be a part of the romance of modern missions. He acted as doctor and as peacemaker, not only in time of war, which occurred frequently between the Chinese and Tibetans, but among robber bands in time of peace. He condemned brigandage, but went to serve the brigands in order that he might impress upon them the spirit and message of Christ.

If ever a man took his environment, heredity and training and gave it all to God, writes Dr. Abram E. Cory in *The Missionary Review of the World*, that man was Dr. Shelton. Born in Indianapolis on June 9, 1875, he moved with his family, when five years old, to Kansas, where he "drove oxen, killed rattlesnakes, gophers, ground squirrels, skunks, coyotes and jackrabbits." When twenty, he went to Emporia to continue his education, arriving in the city with \$9.25, which he wrote, lasted him for eight years. It was in 1903 that he was appointed by the Foreign Christian Missionary Society a missionary to China, and when Mrs. Susie Rijnhart came home with her thrilling story of the death of her baby and the disappearance of her husband in Tibet, Dr. and Mrs. Shelton were asked to take up the work in Eastern Tibet, the land of the roof of the world. So—

COLLEGE LACK OF RELIGION

WHAT THE COLLEGES NEED is what all the world needs—religion, say two writers who agree that American institutions of learning, as a class, are pretty well lacking in what should be the mainspring of their teaching. “If the colleges are to retain their importance,” says E. S. Martin in *Harper’s Magazine*, “they must be able to impart . . . spiritual leading to minds that are fit to receive it. If they don’t, they fail in their most vital office, in the use that most of them were originally founded to serve. If they fail in that, they lose their leadership, which will go to men of faith, as it always does.” “An Instructor,” who writes under this nom de plume in *Scribner’s Magazine*, agrees whole-heartedly with Mr. Martin that the colleges need religion, a fact which, he points out, is only too generally disregarded. Not only is there a manifest lack of interest in the subject of religion on the part of the individual members of the faculty, he states, “but in some of our colleges a single course even, in the history or literature or philosophy of the Bible, in recent years, has been omitted.” He discounts the idea that instruction in Christian philosophy and ethics should be discarded because it offers a fertile field of controversy, since to carry the argument to its logical conclusion “would afford sufficient reason for omitting instruction in every other field.” So, holding that American colleges were originally started as Christian institutions, the writer insists:

“The time has come for them to reaffirm their faith. A definite stand for or against Christianity must be elected. No negative or neutral position will suffice. For so surely as any college attempts to occupy middle ground, just as inevitably will positive anti-Christian teaching and ideals creep in. If you doubt this, look around you.

“The great void in the world is the lack of standards: standards in business, in politics, in international relations—in fact, in every walk and avocation of life. Nowhere is this truth more manifest than in our colleges. What standards exist in educational theory, in teaching, in research, in scholarship, in advancement of professors, save the most artificial and superficial? Above all else, where are the standards of lofty moral ideals and leadership to which the colleges throughout their departments once pointed their undergraduates?

“The Young Men’s and Young Women’s Christian Associations are performing valuable services in our institutions. But if the philosophy and ethics of Christianity are not presented on a basis of intellectual parity with the non-Christian systems of thought with which every student of philosophy is brought into contact, all the organized and unorganized, paid and volunteer, work of a religious nature operating on our campuses lacks the solid foundation which the superstructure calls for.”

It is necessary, therefore, holds the writer, that if religion is to become vital in the colleges, the colleges must imprint their official stamp of approval by offering “adequate and attractive courses in the Christian philosophy and ethics,” and he assures us that the students themselves will be found anxious for such instruction. He would disarm hostility to a course in the Christian philosophy by declaring that “no one honestly disbelieves in the moral virtues of the Christian teaching.” To offer courses in religion, then, “is but the initial step in a program of a revitalization of religious interest and life in our colleges. To impart true spiritual leadership, the whole cur-

riculum should be permeated with religious teaching and ideals.” Unfortunately, we are told, there is a great dearth of moral and religious influence on the part of the faculties, “evidenced not only in the conduct of their courses, but also in the lack of faculty attendance at chapel and other religious services.” Yet, says the writer, “when you ask the students who of the faculty have been of the greatest influence and help, you will discover



TYPES OF BRIGANDS WHO THWARTED DR. SHELTON.

Yet it was among such people that the martyred medical missionary acted as brother and peacemaker, trying to cure them of both their moral and physical ills.

they are usually the same few teachers who have identified themselves with the religious life of the college.” For

“Religion is more than a matter of instruction—it is a part of life and of everyday life. . . . The naturalness, attractiveness and power of Christianity can be seen most clearly in the lives of men. Thus, the religious life of our colleges will become firmly established only when we have numbers of teachers who are, in every sense of the word, men themselves—sympathetic, desirous of helping and guiding their students, understanding and loving youth. When faculties are crowded with such men intent upon inculcating in those under them the highest ideals, then, and not till then, will we begin to approach a solution of our problem.”

RELIGIOUS PERSECUTION IN CHINA—Missionaries in China are just now passing through exceptional trials of strength and patience because of the disturbed condition of the country. The murder of Dr. Shelton, noted on the preceding page, is a case in point, and in other instances, as the following extract will show, the missionaries have to endure much more than the reviling to which they are more or less accustomed. The extract is from a letter written by the Rev. Joseph W. Hawley from Yung Chun, Fukien, and appears in *The Wesleyan Alumnus*:

“We are plugging along against pretty heavy odds just at present (Dec. 12, 1921), due to the deliberate persecution of the church by the northern troops. Just yesterday a letter came, telling of the complete and utter plundering of a chapel and parsonage, where lived the pastor and day-school teacher. The soldiers took possession of the place for four days, turning out the occupants, seizing and carrying away all food, bedding, clothing, and also \$250 from a chapel building fund they had on hand, destroying building material, but worst of all cruelly beating up the pastor and teacher after their strength gave out while carrying, at the point of a bayonet, a field-gun at the orders of the officer commanding the troops. This is not the first, but perhaps the most flagrant case, of such persecution that has been perpetrated, but it grows worse and worse all the time.”

ARMENIA IN THE FIERY FURNACE

RENEWED MASSACRES of Christians by the Turks in Asia Minor are said to be indicated in the recent expulsion of four American relief workers from that land of organized slaughter. The Turks have become emboldened by the vacillations of the Allies since the post-Armistice period, we are told, and now are further encouraged by the recent declaration of the Foreign Ministers of Great Britain, France and Italy that an agreement had been reached whereby the "territory now inhabited by the Armenians shall be under Turkish sovereignty." This follows and apparently nullifies the explicit declaration in the Sèvres Treaty that Turkey "recognizes, as the Allied Powers have already recognized, Armenia as a free and independent state." The Turkish Nationalists, who are charged with massacring the Armenians and Greeks, never recognized the Sèvres Treaty. If the Armenians should be returned to Turkish rule, asserts *The Herald of Gospel Liberty* (Christian),

"As surely as God lives and watches over the nations, there will be a dire and terrible penalty to be paid sometime by every great nation which to-day permits such a thing. Nations always reap what they sow—just as much as do individuals. No nation can wash its hands of a responsibility to use the power which it holds over another's safe-keeping, any more than could Pilate. If Armenia goes back to the butchery of the Turk, God will not withhold punishment, and the world shall again see 'the tramping out of vintage where the grapes of wrath are stored.'"

The one slim hope of the Armenians now seems to depend on the aid sought from the League of Nations in establishing a national home for them, and on the recent request of the British Government for the cooperation of the United States, France and Italy in investigating the latest Turkish atrocities. Austin Chamberlain, Government leader in the House of Commons, replying to a question, said that confirmation of the statement by an American major that the Turks were contemplating ridding themselves of the Armenians had been received, with some harrowing details. If, therefore, the Angora Government refused to cooperate in the proposed investigation, promised Mr. Chamberlain, the British Government would have to reconsider its attitude toward the recent peace proposals which would convey Armenia back to Turkish rule.

The Armenian deportations were the culmination of a long series of unfriendly acts, said F. B. Yowell, of Washington, director of the American Relief unit at Kharput, and one of the four workers expelled by the Turks. In a statement issued to the press at the time Mr. Yowell said that the deportations are "the prelude to fresh Turkish outrages against Christians in Asia Minor," and that "unless outside interference is forthcoming, the final chapter in the history of these Christians will shortly be completed." All the twenty Americans in Kharput had been treated with "the utmost discourtesy and injustice," notwithstanding that they had extended their work to the Moslems, and he went on:

"The Armenians in this district are in a state of virtual slavery. They are not permitted to travel within the country, and I have had to return \$75,000 to people in America who forwarded it to pay the traveling expenses of relatives desiring to leave the country. All the property of Armenians, victims of deportations, is confiscated by the Turks.

"The Armenians are denied the use of the courts. A recent law prevents Christians from inheriting property, except from father or brother. Other properties go to the Government. Christians are thrown into jail with the purpose of extorting ransom from relatives. Christian women are forced into harems without the right of appeal to any tribunal. The Turkish officials for six months have had no salaries. They say that the only way to obtain money consists of blackmailing Christians.

"The condition of the Greeks is worse than that of the Armenians. The sufferings of the Greeks deported from the districts behind the battle front continue. Of 30,000 who left Sivas 5,000 died before reaching Kharput. One American worker saw

1,500 dead on the road to Kharput. Two thousand died during the winter, and 3,000 died on the roads east of Kharput."

The very least of the pledges made to the Armenians, who were counted among the Allies during the war, says *The Christian Century* (Undenominational), "was that they should be assured a protected area and the end of persecution. Furthermore, the millions of dollars contributed by Americans to Armenian relief in the past was based upon the assumption that these distressed people should henceforth be safeguarded by international agreements against the renewal of Turkish atrocities." Yet "they are threatened again with the worst of their former sufferings, and this under Allied stipulations which would not be thinkable if our Government had taken a hand in the procedure." A cry for help comes from an Armenian woman, who has been speaking in various parts of America in the interests of her people. In an "open letter" to the American people, an extract from which appears in *The Reformed Church Messenger*, she says:

"From Maine to California, you have assured me of your sympathy for the Armenian people, and of your desire to help them get protection from the Turk. Were you sincere in these demonstrations? When I told you of Armenia's place in ancient and modern civilization, when I reminded you of her undaunted Christian ideals, when you learned of her sacrifice for the Allies in the World War, and when you heard of her betrayal to the Turk, did you not say to me, you Church, college and club people, from San Francisco to New York, did you not tell me that America is indignant at the injustice heaped upon the Armenians, did you not say that your most popular representative would be that American who would have the courage to take a definite stand for Armenia? I ask you now if you were sincere. For if you were sincere, my friends, now has come the time for action. Stand up for Armenia and demand that some measure of justice be meted out to her. Demand that she be protected from the descendants of the Mongol; give her the chance to take care of herself; and forbid the greed of Europe from throwing her back into the jaws of the Mohammedan wolf. Armenia is the cross-roads of the world. As in ancient days Armenia was Europe's gateway into India, so through her America will find a gateway to Russia and Asia. Stand by Armenia, America!"

THE INVISIBLE CRIME WAVE

SOMETHING LIKE seven-eighths of an iceberg, they say, is submerged, invisible to the eye of the seafarer. So people have been talking of the "crime wave" in terms of highway robberies, burglaries and hold-ups. But business men, we read on the market page of the *New York Times*, know that the real crime wave goes much beyond offenses of these kinds. In fact the sums that have been swindled and tricked quietly out of business men's pockets by such means is thought to be far greater than the amounts obtained through the sort of open criminality that is featured in the press. The writer remarks:

"Insurance men, for instance, are aware of the greater moral risk that has been incurred since the period of tumbling prices set in and which has increased the danger of incendiary fires. By these, needless losses of millions of dollars have occurred. Greater even than the losses so sustained, however, have been those resulting from fraudulent failures. A very large proportion of these has been on the part of brokers of one kind or another, but such failures are, by no means, confined to this class. There are only too many instances of compositions on the basis of from ten to twenty cents on the dollar which seem, on their face, to be clearly fraudulent, but which have been acquiesced in for one reason or another, usually because the creditors were not organized or were more eager to get a modicum of what was due them than to try and punish the offending debtor. The amounts unlawfully obtained in these swindles exceed by far all that has been stolen by burglars and highwaymen. Being less spectacular, however, this kind of crime has not excited the public attention so much as have crimes of violence, nor has it incited the prosecutions which it merits. But it begins now to look as tho more of a concerted effort will be made to reach culprits of the class under discussion. Credit men have taken up the matter and, if they succeed in their aim, it will be made risky as well as unpopular for debtors to swindle creditors."

THE GREAT BREAKFAST FOOD—GOOD, HOT SOUP

She's a dandy housekeeper
 So I said, "Let's go!"
 For she's a Campbell's housekeeper
 And has her soup just so.



"—and they lived long
 and happily ever after."



Let Campbell's Soups help. Every taste of them puts an extra sparkle in your meal—they're so delicious and nourishing and tempting. Go to your grocer today and select an attractive Campbell's assortment, including your favorite soups and several "new" kinds for variety. Then see how much more everybody enjoys their food.

Campbell's Tomato Soup

is the favorite of millions—the best-liked soup in the world. Taste it and you'll know why! Luscious sun-sweetened tomatoes—aristocrats of the vines—give to it their pure tonic juices, enriched with smooth, golden table butter and the most delicate of piquant spicing. A bright spot in any meal!

21 kinds

12 cents a can

Delightful Variety in Campbell's Soups

Asparagus	Mulligatawny
Bean	Mutton
Beef	Oxtail
Bouillon	Pea
Celery	Pepper Pot
Chicken	Printanier
Chicken Gumbo (Okra)	Tomato
Consomme	Tomato-Okra
Julienne	Vegetable
Mock Turtle	Vegetable-Beef
	Vermicelli-Tomato

Your grocer can supply any
 of these soups

Campbell's SOUPS

LOOK FOR THE RED AND WHITE LABEL

CURRENT - POETRY

Unsolicited contributions to this department cannot be returned.

THERE is hunger enough in the world to-day to make all the poets sing its grief. Miss Millay has been away in Europe for a long time now and probably she has seen some things that have moved her to this ballad that *Vanity Fair* prints in its latest issue:

THE BALLAD OF THE HARP WEAVER

BY EDNA ST. VINCENT MILLAY

"Son," said my mother, when I was knee-high,
"You've need of clothes to cover you, and not a rag have I.

"There's nothing in the house to make a boy breeches,
Nor shears to cut a cloth with, nor thread to take stitches.

"There's nothing in the house but a loaf-end of rye,
And a harp with a woman's head nobody will buy."
And she began to cry.

That was in the early fall. When came the late fall,

"Son," she said, "the sight of you makes your mother's blood crawl—

"Little skinny shoulder-blades sticking through your clothes—
And where you'll get a jacket from God above knows.

"It's lucky for me, lad, your daddy's in the ground,
And can't see the way I let his son go around!"
And she made a queer sound.

That was in the late fall. When the winter came
I'd not a pair of breeches nor a shirt to my name.

I couldn't go to school, or out of doors to play.
And all the other little boys passed our way.

"Son," said my mother, "come climb into my lap,
And I'll chafe your little bones while you take a nap."

And, oh, but we were silly for half an hour or more,
Me with my long legs dragging on the floor,

A-rock-rock-rocking to a mother-goose rhyme!
Oh, but we were happy for half an hour's time!

But there was I, a great boy, and what would folks say

To hear my mother singing me to sleep all day,
In such a daft way?

Men say the winter was bad that year.
Fuel was scarce, and food was dear.

A wind with a wolf's head howled about our door,
And we burned up the chairs and sat upon the floor.

All that was left was a chair we couldn't break,
And the harp with a woman's head nobody would take,
For song or pity's sake.

The night before Christmas I cried with the cold,
I cried myself to sleep like a two-year-old.

And in the deep night I felt my mother rise,
And stare down upon me with love in her eyes.

I saw my mother sitting on the one good chair,
A light falling on her from I couldn't tell where,

Looking nineteen, and not a day older,
And the harp with a woman's head leaned against her shoulder.

Her thin fingers moving in the thin tall strings
Were weav-weav-weaving wonderful things.

Many bright threads, from where I couldn't see,
Were running through the harp-strings rapidly,

And gold threads whistling through my mother's hand,
I saw the web grow, and the pattern expand.

She wove a child's jacket, and when it was done,
She laid it on the floor and wove another one.

She wove a red cloak so regal to see,
"She's made it for a king's son," I said, "and not for me."
But I knew it was for me.

She wove a pair of breeches quicker than that!
She wove a pair of boots and a little cocked hat,

She wove a pair of mittens, she wove a little blouse,
She wove all night in the still, cold house.

She sang as she worked, and the harp-strings spoke.
Her voice never faltered, and the thread never broke.
And when I awoke,

There sat my mother with the harp against her shoulder,
Looking nineteen, and not a day older,

A smile about her lips, and a light about her head,
And her hands in the harp-strings frozen dead.

And, piled up beside her, and toppling to the skies,
Were the clothes of a king's son, just my size.

PRODIGAL of space as this poem in the *Survey* is, it refuses to be cut, and the interest of its picture repays, we hope, for the loss it compels of more various matter:

THE VILLAGER SINGS

BY CLIFFORD FRANKLIN GESSLER

I. The Villager

There was a boy, and he was born a villager;
and in the gloom of steel canyons he was a villager still,
a walker on pavements, staring with curious eyes
at the heedless hurrying swarms of city-dwellers
ceaselessly hurrying past like futile insects
going somewhere, or nowhere, and to what purpose?

A walker in the heaped up squalor of slum streets,
a gazer at brick-and-stone desolation of high shouldered apartments
frowningly in unbroken columns filing down to the cindery shore;
a walker past steel-fenced houses of the very rich
that scowled down with a stony stubbornness of riches;
a gazer at smoky, clamoring mills, and a breather of smoke and clamor,
a toiler in dingy offices, a piece of a machine.

And through it all wondered, and knew himself a villager,
knew dimly that something was wrong with all these hurriers, this brick and stone, this clamor.

A part, yet not a part, of hurrying masses poured upon bridges over dark, oily water,
and in the thundering darkness under "L" structures,
in and out among the taxicabs like foolish hurrying beetles scuttling over the boulevards;
facing the sharp wind along concrete beaches in winter
or in the fetid density of parks in summer,
he wondered. Yes, surely something was wrong.

"Somewhere there are men toiling in fields, who think of ease in cities,
and girls under the soft snow of apple trees, dreaming of cities,
boys trudging over dusty roads between walls of hazel bushes
who look to the cities for a future that may be—and may be not—

men, women, everywhere hurrying to the cities, and when they get there they will know dimly that something is wrong.

"They will wonder, and say, 'It was not so in the village.
In the village there were rich and poor, but not as here;
in the village, justice and injustice, but not as here.
Yes, surely,' they will say, 'there is something wrong.'"

* * *

So musing, he stood on a lonely spit of sand a long time wondering, and heard only confused music faintly blown over gray sullen reaches of the inland sea.

II. The Villager Sings in Steel Canyons

The song of the villager as he stood by the gloomy water,
a stranger looking down to the dark tides of the city,
far bugles crying in his blood, and his face clouded,
gazing over wild broken ridges of the inland sea:

"You are lovely as the flower of the corn:
no doubt you are good to the taste as ripe wheat:
The dew falls, the vapor rises—
I am silent.

"You are an alien princess:
I am a stranger in your city, and poor:
The waves rush in and out
and I am silent.

"You are a priestess of forbidden gods:
dark altar fires gleam in your secret eyes.
Streets fill with gloomy hurrying torrents of folk;
mists writhe over your sullen towers—
I am silent."

So sang the villager, standing by gloomy water,
a stranger looking into the dark tides of the city,
far bugles crying in his blood; and his look was a look of darkness,
a look such as one might shrink from, terrible with longing.

So sang the villager, and heard in answer only low mocking laughter, sweet and scornful,
only low laughter, borne on the shoulders of evening
over the bitter moaning of the inland sea.

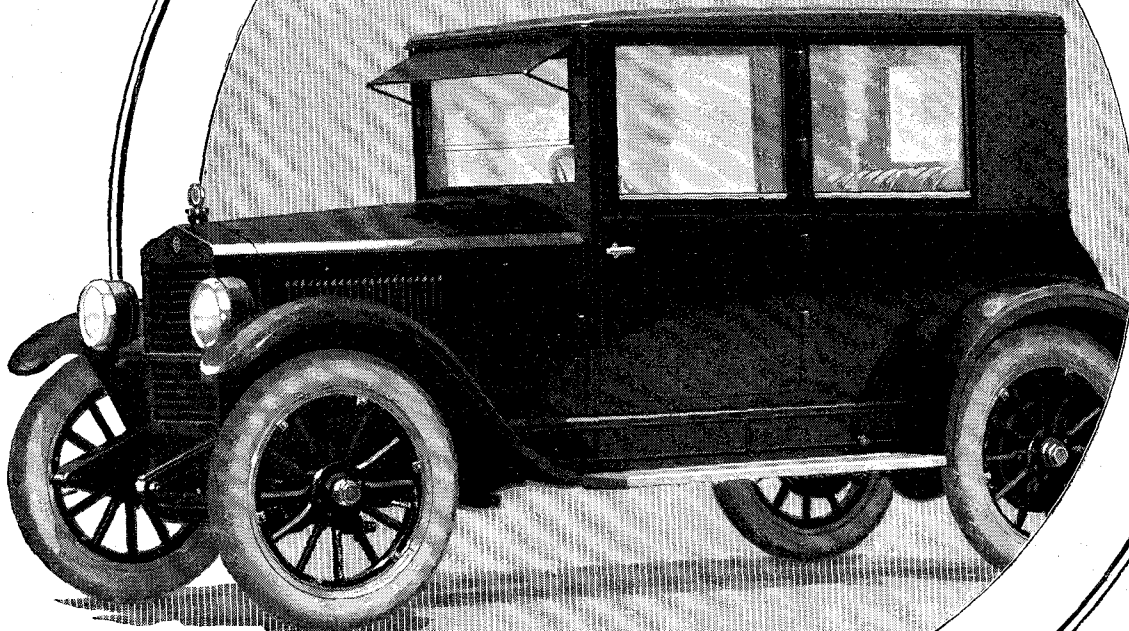
III. The Villager Turns, Singing

So singing, the Villager cleaned out his dusty desk and turned westward,
looking no more behind him, nor asking a memory,
but breathing, in his mind, as the muttering of dark water repeated the endless tale of the wrongs of the city,
a prayer for all lovely flesh blooming out of gray pavements
and all lovely bodies and faces between the seas
and all kind lips lifted between earth and sky.

So turning away from the bruising of pavements and the dark tides of life that break on the walls of the city,
without farewells he strode thence, breathing a blessing
on all dark slender women with flowing hair and tall, fair shining women with eager lips
and golden magnificent women with asking eyes.

Building a song in his mind, out of the gates of the city
he passed, and the voice of the water followed,
low-pitched and mournful,
chanting the immemorial roll of the wrongs of the city,
the timeless, unutterable sorrows of the inland sea.

ESSEX COACH \$1345



Its owners like it—the best test of all

Driving an Essex is so free of fuss and effort that every owner praises that remarkable difference. The hours they spend in their cars, above all, are comfortable hours. Controls are easy and natural. One is hardly conscious the hand directs them. Gears shift as easily as lifting a fork at table. Light-steering as a bicycle. Light pressure operates brakes and clutch.

And so reliable that thousands go out from the sales-rooms and serve for thousands of miles without returning for even a minor adjustment. That, too, is an experience not common to motor car owners.

Drive the Essex. It is altogether different from any car you have ever driven. It will delight—and tempt you. Any dealer will be glad to arrange such a ride.

Touring Car, \$1095

Cabriolet, \$1295

Coach, \$1345

Freight and Tax Extra

ESSEX MOTORS—DETROIT, MICHIGAN

A Few of the Many Who Praise It

"This little Coach is a revelation. Handles easier, runs smoother than any car I ever owned. I don't think I will ever want to drive a big car again."

F. CODA,
Jenks & Muir Mfg. Co. Detroit

"We are highly pleased with the Essex Coach. We like, especially, its simplicity, ease in operation, gas mileage, and price. I do not know of a car where you get as much for the money invested."

FRED E. BODIE,
Lincoln, Nebraska

"After owning various multi-cylinder cars, I was a bit skeptical whether I could be satisfied with the four-cylinder Essex Coach. Have had ample opportunity to test its worth, and must admit everything is on the favorable side of the ledger. Economical in upkeep, satisfactory gas and oil mileage, and power and speed aplenty. In short a 'delight' from every standpoint."

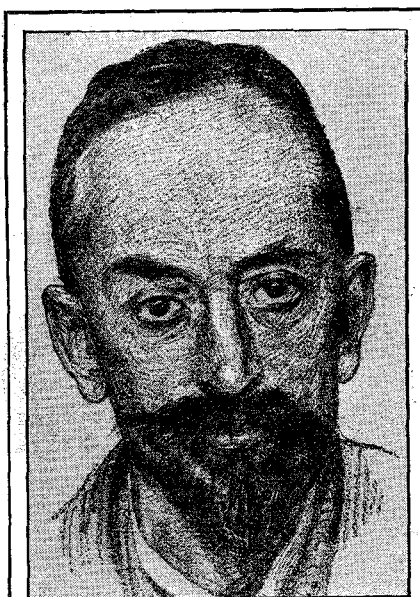
F. O. HANSON,
253 W. Utica St. Buffalo, N. Y.

PERSONAL • GLIMPSES

"TCHITCHERIN THUMBING HIS NOSE AT THE WORLD"

THE BOLSHEVIST FOREIGN MINISTER, recently head of the Russian Delegation to Genoa, reads Shelley's poems and Goethe's Faust to rest his mind when tired with his fourteen-hour work-day—or rather work-night, since he sleeps during the daytime and works from four o'clock every afternoon till daylight the next morning. When his mind is rested, he amuses himself by writing audacious, pestiferous messages, which have no regard for the old-line rules of diplomacy, to various diplomats of other nations. He is an aristocrat by birth and training. Even tho he gives perfunctory allegiance to Communism and the principles of Karl Marx,

it is known that he has worked consistently "to assert and maintain the prestige of Russia among the nations of the world, and to secure the political domination of Asia." He is referred to by his exiled former associates in the Czar's diplomatic service as a "lunatic," and a "devil," but it is noteworthy that he has managed to collect around him men who received their training under the Czar. "One of the largest single contradictions," an interviewer calls him, "in the contradictory Russia of to-day."



AS SEEN BY AN AMERICAN—
Russia's aristocrat-Bolshevist Foreign Minister, from a pen-and-ink sketch in the *New York Times*.

The case of the silk hat which he was ordered to wear at the Genoa Conference brought out an amusing mixture of proletariat principle, bourgeois regalia and a born aristocrat, careless of appearances. "When the question of the type of the costume to be worn by the Bolsheviks at Genoa was raised," says the *London Morning Post*:

It was decided the Soviet delegates were to follow the example of their bourgeois colleagues, for which purpose each member received an outfit grant of 150,000,000 rubles.

The Soviet Executive also decided that Tchitcherin must wear a silk hat. The Commissary for Foreign Affairs emphatically protested against such bourgeois prejudice, but after a stormy meeting at which long speeches in favor of and against the silk hat were made by members of the Moderate (pro-toppers) and Extremist (anti-toppers) groups of the Communist Party, a division was taken which gave the pro-toppers an overwhelming majority and a resolution was passed making the wearing of a silk hat by Tchitcherin compulsory.

When the Soviet delegation arrived in Berlin one of their first acts was to purchase a silk hat for their chief and here, declare Russian and Berlin papers, Tchitcherin's troubles began. On the Austro-German frontier Tchitcherin, who is rather absent-minded, mislaid several pieces of his luggage and among them the hat-box with the brand new topper. The loss was noticed only when the Bolshevik special was half-way through Austria. The train was stopt at the nearest station. Frantic wires were sent along the line. A special courier was dispatched back to the frontier station, and the hat was at last recovered and returned to its disheartened owner.

Pictures of Tchitcherin, taken at the Genoa Conference, generally showed him wearing a soft hat, so it is presumed that he succeeded in avoiding the "topper" most of the time. He does not care for the conventional, either in clothes or diplomacy. Nevertheless, his outrageous brand of diplomatic usage inspires a grudging admiration and amusement even in some of his conventionally minded adversaries. "En route from Russia," writes Bessie Beatty in the *New Republic*, "I dined with a young diplomat who said he would rather be Tchitcherin thumbing his nose at the world than any other man in Europe." Miss Beatty goes on to give this account of what the Bolshevik aristocrat is "really like":

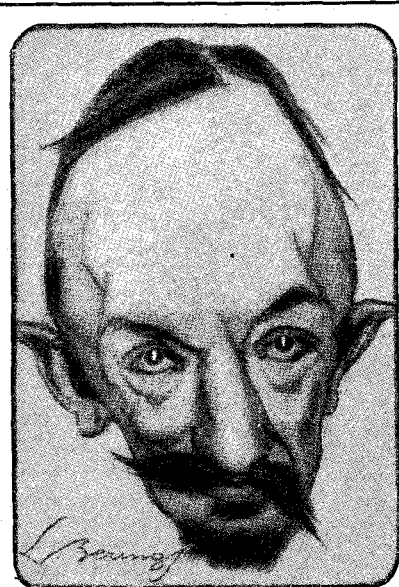
Meeting the mild-mannered little man that is Tchitcherin, with his high frailish voice and pedantic speech, it is difficult to imagine him smashing anything. Yet no one in the world's eye has so completely broken with the past—class training, tradition, everything—as this son of a noble become a Communist Commissar. And as all things Russian are conceded to be paradoxical, so is Tchitcherin an entirely logical product of this same past.

Materially he had nothing to gain for himself by revolution. He was of the few who already had all there was worth having in Russia, of place and power and the fruits of empire. He is a diplomat by inheritance and training, but by inheritance and training he is also a non-conformist. In the conflict of personalities it was the non-conformist in him that won; the dissenting strain that took him from the Imperial Ministry of Foreign Affairs where he learned his diplomacy, into the service of the Soviet. A monk eschewing the world, the flesh and the devil could make no more thorough job of renunciation for his faith than George Tchitcherin has done. He has stript life of the last vestige of everything that does not pertain to work. He eats and sleeps at the foreign office. He has no life outside of that. Physically he seems quite insensitive. Hunger and cold and heat mean nothing to him.

Before he went to Genoa he never left the building except on the rare occasion of an important meeting at the Kremlin. Tho he lives there all the time, he does not belong. He wanders around the corridors like a sleepwalker, intent upon the whirling things in his own brain. His body does not seem to belong to his mind, or his clothes to his body, or his office to himself.

His eyes, wide-set, large, and protruding, look out from under heavy brows, curiously arched at the outer ends. He has a long intellectual nose, and a high, dome-like forehead, stretching far back to a strip of thin, light brown hair. A long untrimmed mustache half conceals rather full lips; and a thin brown beard lengthens his face to balance the elongated forehead.

I think of him most often as I saw him one quiet Moscow Sunday, when, for the space of an evening, he consented to talk of himself. That night the city below us seemed hushed and far away—further still seemed revolution, famine, and international conflict. He opened the door into the world from which he had come and I was back nearly half a century ago with a shy,



AND BY A FRENCH ARTIST.
The caricaturist of the *Paris Matin* has given Tchitcherin a suggestion of "half devil and half child."

SHOE STYLE-NOW AND IN AUTUMN

Cantilever Dealers

Cut this out for reference

Akron—11 Orpheum Arcade
 Albany—Hewett's Silk Shop, 15 N. Pearl St.
 Alhambra—Bendheim's, 1302—11th Ave.
 Asbury Park—Best Shoe Co.
 Asheville—Anthony Bros.
 Atlanta—Carlton Shoe & Clo. Co.
 Auburn & Geneva, N. Y.—Dusenbury Co.
 Austin—Carl H. Mueller
 Baltimore—325 No. Charles St.
 Battle Creek—Bahlman's Bootery
 Bay City—D. Bendall Co.
 Birmingham—219 North 19th St.
 Boston—Jordan Marsh Co.
 Bridgeport—W. K. Mollan
 Brooklyn—414 Fulton St.
 Buffalo—639 Main St.
 Butte—Hubert Shoe Co.
 Camden—Curran's, 110 B'way
 Cedar Rapids—The Killian Co.
 Charleston—J. F. Condon & Sons
 Charlotte—221 Piedmont Bldg.
 Cheyenne—C. & M. Bootery
 Chicago—30 E. Randolph St. (Room 502)
 Chicago—1750 Sheridan Rd. (Room 214)
 Cincinnati—The McAlpin Co.
 Cleveland—Graner-Powers, 1274 Euclid Ave.
 Columbia, S. C.—Watson Shoe Co.
 Columbus, O.—104 E. Broad St. (at 3rd)
 Dallas—Leon Kahn Shoe Co.
 Davenport—R. M. Schott & Sons
 Dayton—The Rike-Kumler Co.
 Denver—224 Foster Bldg.
 Des Moines—W. L. White Shoe Co.
 Detroit—T. J. Jackson, 41 E. Adams Ave.
 E. Liverpool—G. Bendheim
 Easton—H. Mayer, 427 Northampton St.
 Elizabeth—Gigli's, 153 Elizabeth Ave.
 Elmira—C. W. O'Shea
 El Paso—Popular Dry Goods Co.
 Erie—Weschler Co., 910 State St.
 Evanston—North Shore Bootery
 Fall River—D. F. Sullivan
 Fitchburg—W. C. Goodwin, 342 Main St.
 Fort Dodge—Schill & Habenicht
 Galveston—Fellman's
 Grand Rapids—Herpolsheimer Co.
 Greenville, S. C.—Pollock's
 Hagerstown—Bikle's Shoe Shop
 Harrisburg—Orner's, 24 No. 3rd St.
 Hartford—86 Pratt St.
 Hot Springs, Ark.—Rosenthal's
 Houston—Clayton's, 803 Main St.
 Huntington, W. Va.—McMahon-Diehl
 Indianapolis—L. S. Ayres & Co.
 Jackson, Mich.—Palmer Co.
 Jacksonville—Golden's Bootery
 Jersey City—Bennett's, 411 Central Ave.
 Johnstown, Pa.—Zang's
 Kansas City, Kan.—Nelson Shoe Co.
 Kansas City, Mo.—300 Altman Bldg.
 Kingston—E. T. Stelle & Son
 Knoxville—Spence Shoe Co.
 Lancaster, Pa.—Frey's, 3 E. King St.
 Lansing—F. N. Arbaugh Co.
 Lawrence, Mass.—G. H. Woodman
 Lexington, Ky.—Deaton, Ross & Todd Co.
 Little Rock—Poe Shoe Co., 302 Main St.
 Los Angeles—505 New Pantages Bldg.
 Louisville—Boston Shoe Co.
 Lowell—The Bon Marche
 Mason City—Woodruff Shoe Co.
 McKeesport—Wm. F. Sullivan
 Meridian—Winner, Klein & Co.
 Milwaukee—Brouwer Shoe Co.
 Minneapolis—21 Eighth St., South
 Mobile—Level Best Shoe Store
 Montgomery—Campbell Shoe Co.
 Morristown—G. W. Melick
 Mt. Vernon, N. Y.—A. J. Rice & Co.
 Nashville—J. A. Meadors & Sons
 Newark—897 Broad St. (opp. City Hall)
 New Britain—Sloan Bros.
 New Haven—153 Court St. (2nd floor)
 New Orleans—109 Baronne St. (Room 200)
 New Rochelle—Ware's
 New York—22 West 30th St.
 Norfolk—Ames & Brownley
 Oakland—205 Henshaw Bldg.
 Omaha—1708 Howard St.
 Passaic—Kroll's, 37 Lexington Ave.
 Pawtucket—Evans & Young
 Peoria—Lehman Bldg. (Room 203)
 Philadelphia—1300 Walnut St.
 Pittsburgh—The Rosenbaum Co.
 Pittsfield—Fahey's, 234 North St.
 Plainfield—M. C. Van Arsdale
 Portland, Me.—Palmer Shoe Co.
 Poughkeepsie—Louis Schonberger
 Providence—The Boston Store
 Reading—Sig. S. Schweriner
 Richmond, Va.—Seymour Sytle
 Rochester—148 East Ave.
 Rock Island—Boston Shoe Co.
 Saginaw—Goeschel-Brater Co.
 St. Louis—316 Arcade Bldg. opp. P. O.
 St. Paul—43 E. 5th St. (Frederic Hotel)
 Salt Lake City—Walker Bros. Co.
 San Antonio—Guarantee Shoe Co.
 San Francisco—Phelan Bldg., Arcade
 San Jose—Hoff & Kayser
 Savannah—Globe Shoe Co.
 Schenectady—Patton & Hall
 Seattle—Baxter & Baxter
 Shreveport—Phelps Shoe Co.
 Sioux City—The Pelletier Co.
 South Bend—Ellsworth Store
 Spokane—The Crescent
 Springfield, Ill.—A. W. Klaholt
 Springfield, Mass.—Forbes & Wallace
 Stamford—L. Speke & Son
 Syracuse—121 W. Jefferson St.
 Tacoma—255 So. 11th St. (Fidelity Bldg.)
 Terre Haute—Otto C. Hornung
 Toledo—LaSalle & Koch Co.
 Topeka—The Pelletier Store
 Trenton—H. M. Voorhees & Bro.
 Tulsa—Lyons' Shoe Store
 Utica—Room 104 Bldg.
 Waco—Davis Smith Bootery
 Waltham—Rufus Warren & Sons
 Washington—1319 F. St.
 Waterbury—Reid & Hughes Co.
 Wheeling—Geo. R. Taylor Co.
 Wilkesbarre—M. F. Murray
 Worcester—J. C. MacInnes Co.
 Yakima—Kohls Shoe Co.
 Yonkers—Louis Klein, 22 Main St.
 York—The Bon Ton
 Youngstown—B. McManus Co.
 Zanesville—J. B. Hunter Co.

Agencies in 236 other cities.

Vogue's Paris Cable, May 15, gave this Style news:

"THERE is a marked tendency away from the over-elaborate shoe. For autumn wear, the fashionable woman will undoubtedly favor more conservative footwear. For street wear, the popularity of the fancy, be- strapped sandal and trimmed sports shoe is already on the decline."

FASHION FOLLOWS ITS LEANING

For two years Fashion has been leaning toward more natural lines in footwear. During this period the demand for Cantilever Shoes has grown remarkably, showing a constant and large increase during the business depression. There must be some decided merit in a product which can show a growing demand when general business shows no growth.

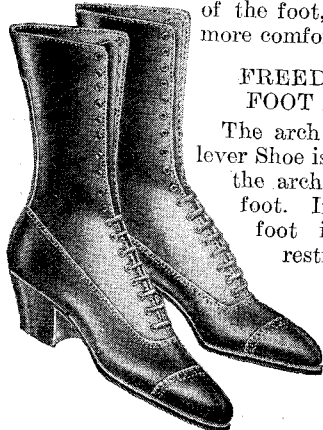
WOMEN ENTHUSE OVER CANTILEVERS

Whatever the cause for the Cantilever increase in business, it is a fact that the home-loving mother, the business and professional woman, the outdoor girl, the ever-going society woman, all enthuse over the Cantilever Shoe for walking, shopping, and general daytime wear with any costume.



COMFORTABLE AND GOOD LOOKING

Cantilever Shoes help to preserve the beauty and health of the foot. Their graceful, natural lines provide room for every part of the foot, which means more comfort.



FREEDOM AND FOOT HEALTH

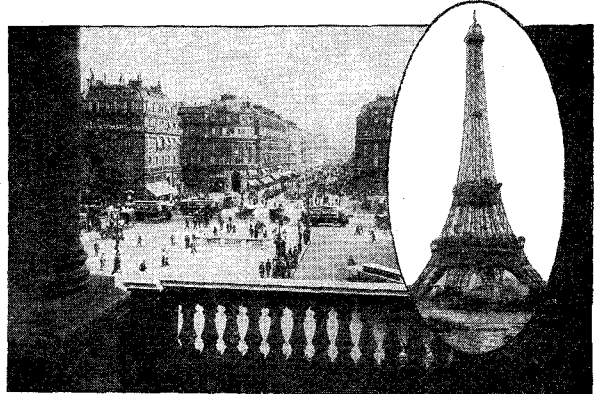
The arch of the Cantilever Shoe is flexible—like the arch of the human foot. In it the entire foot is free from restraint, which

permits good circulation and healthful exercise of the muscles as you walk.

By wearing Cantilever Shoes, you gain foot health as well as comfort; you enjoy walking, and you avoid the weakening of foot muscles and ligaments which causes fatigue, then pain, and eventually fallen arches.

FASHION WITHOUT FOOT WEARINESS

Perhaps tight shoes, rigid arches, too high heels or other causes have weakened your



Photos © Underwood & Underwood

feet and you tire easily, have pains in the feet, in the calves of the legs or in the back. If so, Cantilever Shoes will provide welcome support. The Cantilever shank, being flexible, draws up when the shoe is laced and holds the arch bones in normal position—like a bandage around the instep. This is a remarkable feature of Cantilever Shoes.

They permit exercise and free circulation which strengthen the arch muscles, and in due time a "weak foot" is corrected.

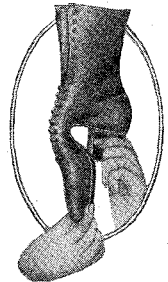


The American Woman today wants every article of her wardrobe to be comfortable—easy fitting—as well as modish. That is why so many women in all walks of life are buying the Cantilever Shoe.

To protect you we trade-mark all Cantilever Shoes. Only fine materials are used in their making. The men who work on them have had years of training in making a flexible arch shoe. The reasonable prices bring this comfortable shoe within the reach of every woman.

Cantilever Dealers understand the foot and know how to fit it properly. Except in New York there is only one dealer in each town. If there is no dealer near you listed at the left of this advertisement, write to the manufacturers, Morse & Burt Co., 1 Carlton Ave., Brooklyn, N. Y., for the name of a nearby dealer and receive an informative booklet on feet and shoes.

The Cantilever Shoe is endorsed by Women's Colleges, Women's Clubs, Public Health Authorities, Physicians, Osteopaths, Directors of Physical Education, Editors, Stage Celebrities and prominent women everywhere.



Cantilever Shoe

quiet, precocious little boy in a big house, watching him unconsciously being prepared by life to be one of the earth's odd men—perhaps one of the world's great men.

I saw his pious mother, a shadowy figure in the background of his youth—his father, in the height of a brilliant career smashing it to pieces on the sharp crags of an uncompromising faith—his non-conformist uncle deliberately hurling himself from the high places which life had allotted him, because he would insist on publicly hoping that his monarch would listen to the voice of the people.

During his early boyhood days his father was counsellor of the Russian Embassy in Paris. He had been chosen as Russian Ambassador to America, when an incident occurred which put an end to his career. He was offered an insult which, according to the nobles' code of the hour, could be settled only with pistols. But the elder Tchitcherin belonged to a Protestant pietist group led by Edmond de Pressensé, and condemnation of dueling was one of the tenets of the creed. He refused the duel on principle, but considered himself disgraced; resigned his diplomatic career and went into seclusion on his country estate in Russia. There he lived, unhappy, tormented by the idea that people would think him a coward. Then the Turkish War began. He went to the front with the Red Cross and courted death, but the bullets of the Turks persistently evaded him. There in the marshes he acquired a disease from which he died in 1882.

George Tchitcherin was ten years old at this time, and his uncle inherited the guardianship of the small lad. This uncle was a Liberal, holding the high post of Lord Mayor of Moscow. When Alexander III was crowned, the Lord Mayor pronounced the speech that put an end to his career in this office. It was not socialism or anything akin to it that the Lord Mayor advocated. It was not even so desperate a thing as democracy he wanted. He asked only that the Tsar listen to the voice of the people, but in those days that was red radicalism akin to anarchy.

Tchitcherin got a grounding in liberal ideas from this man. In his youth, however, writes Miss Beatty, history fascinated him most—that and music. She says of him:

He has the sensitive speaking hands of a musician, and used to play the flute or the piano sometimes whole days and nights at a time. To-day he touches neither. Only once since the revolution has he gone to a concert. Musically, Wagner had the strongest influence on his life. He was seventeen when the first Wagnerian opera was produced in Petrograd. He went quite mad over it. He calls Bach colossal, superhuman, and speaks of Mozart as supersweetness, the Hellenic Greek ideal.

"Don't you miss it all terribly?" I asked.

"I prefer not to awake a world of sensation that would take me away from my direct activity," he answered.

His office, a large, square, barren room in the huge building recently taken over for the Commissariat of Foreign Affairs, is carpeted and correct in accordance with Russia's idea of what befits her growing respectability, but it has the austerity of a monk's cell despite anything the secretaries can do to it. It is neither the shining place of high-polished efficiency from which Trotzky directs the Red Army nor the convenient bookish workshop of Lenin. It is the room in which for purposes of the Soviet State Tchitcherin is sentenced to keep his bodily form. The real foreign office is under the slightly bald top of the Commissar's own head, and nobody doubts it.

Tchitcherin's workday starts at three or four in the afternoon when most of Moscow is quitting its job and he works through until ten or eleven next morning. The office is open twenty-four hours a day and the secretariat and stenographers work shifts. Many of them have described his method of work to me. He goes from one to the other dictating in French or English, German, or Russian, equally at home in all of them. One of his stenographers told me she could tell the mood he was in by the language he used.

Another newspaper woman, Marguerite E. Harrison, who got a close view of the Bolshevik diplomat testifies to his devotion to his work. She writes in the *New York Times* of the time when she knew him in Moscow. At this time, she says:

His chief pleasure in life was his exchange of notes with Lord Curzon, in which he usually got the better of his British opponent, and he was always in a particularly good humor after he had dispatched one of his politely sarcastic notes to the Foreign Secretary. He read and censored every dispatch sent from the Foreign Office, read all the foreign papers attentively and attended personally to the smallest details, leaving little to the discretion of his employees. I often met him running up and down the stairs like an office boy with a sheaf of papers in his hand on his way to confer with one of his subordinates. The

idea that he could ring and summon the person he wished to see never seemed to occur to him.

In his own office he employed several secretaries, whom he drove as unsparingly as he drove himself, and the post of secretary was an unenviable distinction. Once installed, it was next to impossible to escape from office.

Among my friends was one of his woman secretaries, a young girl who had been educated in England where her father was a political exile. He and his daughter had returned to Russia with Tchitcherin, after the March Revolution. She was engaged to an English Army officer, and when trade negotiations with England began she tried to get permission to leave the country, but Tchitcherin refused point-blank to let her go. In order to have his employees under his eye he made most of them live in rooms on the lower floors of the Foreign Office.

In his relations with his colleagues Tchitcherin always maintained an aloof impersonal attitude, and as far as I could discover, except for Lenin, he had no personal friends in all Russia. He had identified himself with the Bolshevik régime because it stood for ideals which he had advocated for years in principle, but between him and his associates there was the invisible wall of class. He accepted Marxism as a political theory, but he was totally incapable of appreciating its social significance, and on the rare occasions when he spoke in public there was something singularly unconvincing in his perfunctory phrases about the "workers" and the "dictatorship" of the proletariat.

The attitude of America toward Russia was always a puzzle to him, says Miss Harrison:

He told me that he regarded the stand of President Wilson as frankly inconsistent.

"Wilson was the first representative of a world Power to advocate the principle of self-determination," he said, "and he has been the first to depart from it. Russia is the only country that has consistently lived by this doctrine."

Of all the acts of this country toward Russia he most bitterly resented the deportation of the American anarchists, regarding it as a gross breach of international courtesy that they should have been dumped down on Russia without notice or warning to the Soviet Government.

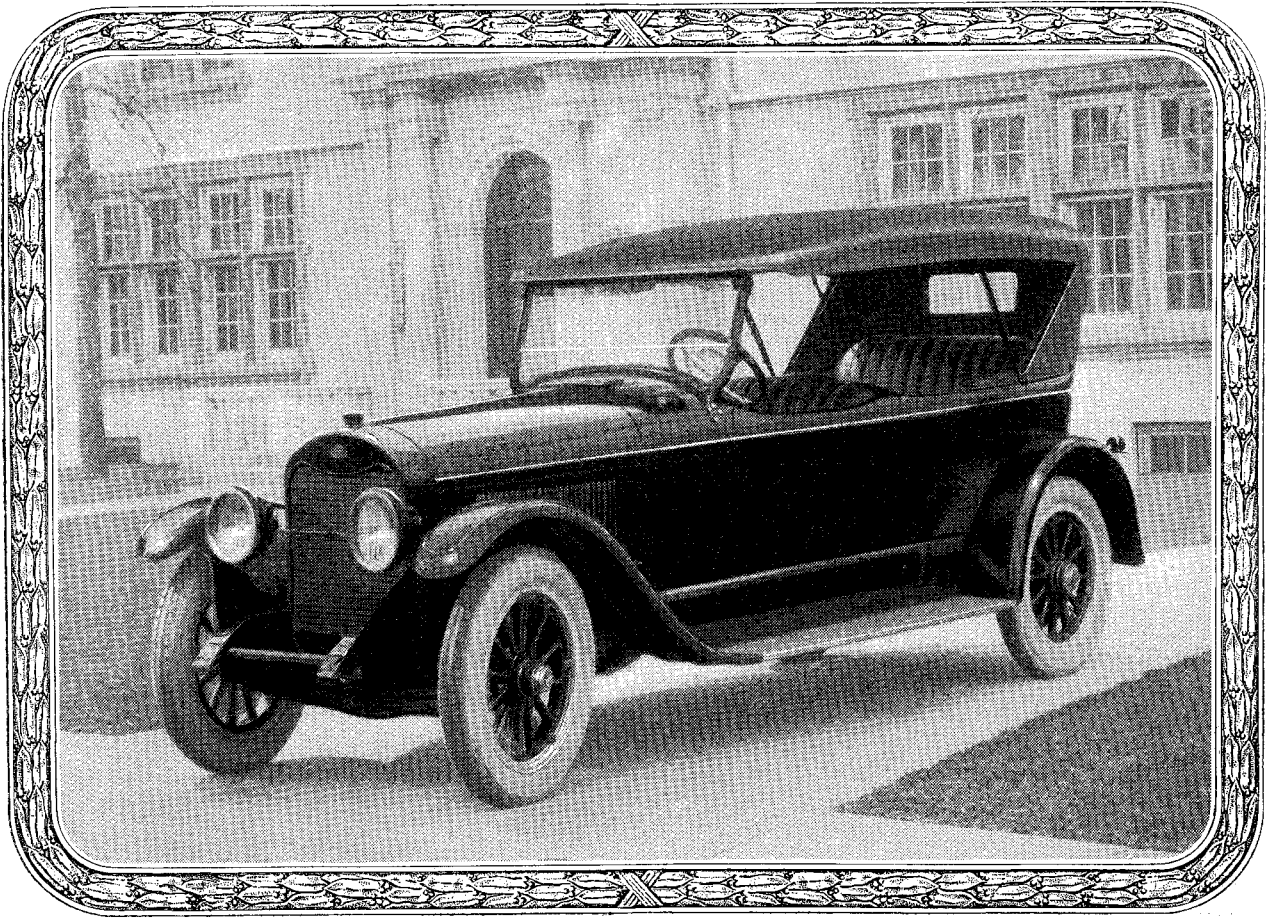
With regard to internal affairs in Russia, I believe he knew or cared very little, and I think he was frequently out of harmony with the other Communist leaders with regard to foreign policy. His one object was to assert and maintain the prestige of Russia among the nations of the world, and his dream to secure political domination of Asia. Converting the world to Bolshevism interested him very little, but to spread Slav influence in Eastern Europe and make it predominant was his ruling passion. In this he was perhaps unconsciously influenced by his aristocratic background.

To the Russian people, Tchitcherin is practically unknown. He lives in a world of his own, bounded by the Hotel Metropole, almost in self-imprisonment. Personally, I believe that his influence within the party has always been for moderation and for the adoption of a policy that will bring about the rehabilitation of the Russian State even at the price of a sacrifice of basic principles. Only he is not willing to abandon those principles under outside pressure. As a nationalist he feels that any internal political changes must come about spontaneously within Russia. For this reason Tchitcherin has the support of a large proportion of the Russian Intelligentsia, which is out of sympathy with the Soviet Government, and his foreign policy is upheld by many of the bitterest opponents of the system for which he stands.

In principle he is "Comrade" Tchitcherin, representative of the Workers' Republic, but in fact he is "M. Tchitcherin," Slavophile, aristocrat and patriot. There are thousands of Tchitcherins in Russia, most of them entirely unknown to the outside world and in them lies the hope of the regeneration of Russia through a process of evolution within the present Government.

"Bolshevism has destroyed everything . . . except diplomacy," says the *Paris Matin*, paying tribute to Tchitcherin's cleverness. The writer has the customary French bitterness against all the leaders of modern Russia, but in the case of the Foreign Minister he is driven to a grudging admiration. He recounts Tchitcherin's various diplomatic triumphs, including the embargo which the Russian diplomat obtained, by enlisting the aid of English dock laborers, upon shells destined for Poland. He concludes:

After having vainly tried to stir up a revolution in the Occident, Tchitcherin has decided that in that particular direction the ground is not yet fully prepared. "Our future is in Asia," he declared in the course of the debate which decided peace with Poland. He threatens the peace of the world.



THE LINCOLN FOUR PASSENGER PHAETON

Ten strikingly elegant open and closed body types having seating accommodations for from two to seven persons afford an unusually wide range to meet individual preferences

Picture a motor car in which you may sweep through the open country at most any pace that suits your fancy—forty, sixty, seventy or more miles per hour—yet so restfully and softly that the landscape seems silently to unroll in a ceaseless panorama.

Picture a car of seemingly limitless vim and power, yet so mild and facile in its action that you are scarcely conscious of its control.

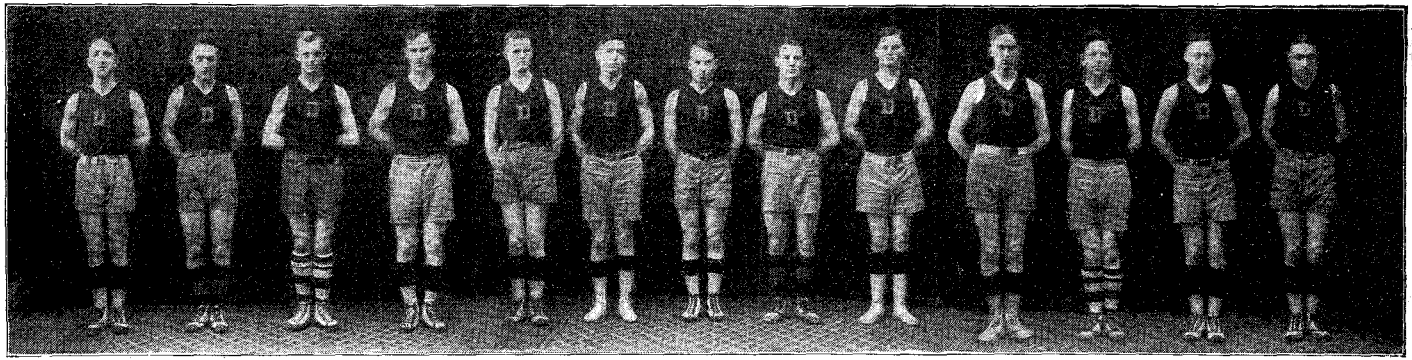
Picture a mode of motoring so void of notes of harshness that you lapse into forgetfulness that you are borne along by means of mechanism.

The picture may not seem easy to conceive, yet those who know the car will tell you that the LINCOLN makes that picture a reality; and they will tell you of the never-ending delights and revelations to be experienced in its matchless way of going.

LINCOLN

LELAND  BUILT

LINCOLN MOTOR COMPANY
DETROIT, MICHIGAN



Class of 1922, Davey Institute of Tree Surgery. Thorough scientific education, plus practical skill trained into them, makes these young athletes master Tree Surgeons

A Million Dollar Business in Saving Trees

By Martin L. Davey, General Manager

THE business of The Davey Tree Expert Company is now running at the rate of one million dollars for 1922. It has taken more than twenty years of steady building to reach this volume. The Davey Company sells nothing but service—the service of carefully selected, highly trained, scientifically educated Tree Surgeons, who save trees without guessing or experiment, when they can be saved. This service is available almost everywhere in the eastern half of the United States. Nearly fifteen thousand clients have been served up to this time, many of them regularly.

Lieut. Colonel Frank K. Hyatt, treasurer of the Pennsylvania Military Academy, in a letter written to The Davey Tree Expert Company, December 2, 1921, said:

"Three of your men are performing tree surgery at the college and while I had only engaged them for two days, their work was of such character that I was compelled to hold them longer. In fact, they will probably be with us four or five days."

"They seem to have thorough knowledge of their work and the foreman in charge is a very unusual man. It gives me pleasure to congratulate you on the character of work which your employees are doing."

This letter is typical of many hundreds of voluntary letters of commendation received by the Davey Company from its clients. They come regularly from every section served by Davey Tree Surgeons. It is significant that nearly every letter emphasizes the high-type men, their apparent skill and ability to do their work with accuracy and thoroughness and speed, but more particularly the fact that they are diligent and zealous workers.

The evolution of Davey Tree Surgery compared to the automobile

I do not presume to say that every last client is 100% satisfied. That would be too much to expect from a human organization. But more than 95% of the clients are fully pleased with both the work and the service. Nor would I claim that the Davey organization has always been as good as it is today, nor that the methods employed have always been as remarkably good and successful as they are now.

Davey Tree Surgery has been before the public nearly as long as the automobile, and its development has been almost parallel. You will easily recall the automobile of fifteen or twenty years ago. You recall how often it broke down, how many times it was laid up by the roadside?

You remember its imperfect mechanism, its poor lighting, the hard job of cranking? Well, the fundamental principles of the automobile were the same then as now. The wonderful advance has been made in the refinements and the mechanical improvements. Then think of the really marvelous piece of machinery that you buy in the modern automobile!

Just so with Davey Tree Surgery. The fundamental principles were the same fifteen or twenty years ago as today. It was then relatively crude and imperfect. But honest effort and a determined purpose have produced refinements and mechanical improvements and scientific accuracy that are both marvelous and inspiring.

Only two or three men out of a hundred applicants are finally accepted

However, it is the human element of the Davey organization that I wish to describe. The high type men, their surprising efficiency, their zeal and skill and knowledge are the result of something back behind. That something is a policy that could produce no other result.

From time to time we need additional men. We run advertisements in the cities within a reasonable distance of our headquarters, giving our specifications. Many replies are received. An information blank is sent to each applicant, in which he must give his life history. If a hundred information blanks are returned, our experience has shown that not more than fifty seem to meet our requirements. The others are cast aside.

We then send our representatives to these cities and notify the fifty to report at a certain hotel for personal interviews. Out of the fifty men thus interviewed, we select not more than five who seem to be the right kind.

A regular training field where practical training is given to every man

These five are brought in to Kent (Ohio) for practical training, where we maintain a regular training field. These five are put through a thorough course of practical training for several weeks, at the end of which we select not more than two or three as qualified and made of the right stuff.

Thus, out of an original hundred definite applicants, we get not more than two or three. The process of selection, though it is severe, works wonders and gives us unusual men for the very important work which we do.

Those who finally pass are sent out into the field, always under the direction of master Tree Surgeons. They simply grow into the work and acquire almost intuitive skill.

A chief expert travels regularly from squad to squad

Then, we have a chief expert who spends all of his time traveling from squad to squad to check up on all the details of the work and the merit of each individual—to see that our high standard is consistently maintained. Occasionally he tells us that a certain man is not our kind and should not be in the Davey organization. That man is promptly dismissed. Very often he tells us that certain men are doing especially fine work and recommends advancement. Such men are promptly advanced.

So the really good men remain with us—and they like their jobs mighty well. Naturally enough, they give superior service.

Constant supervision by local representatives

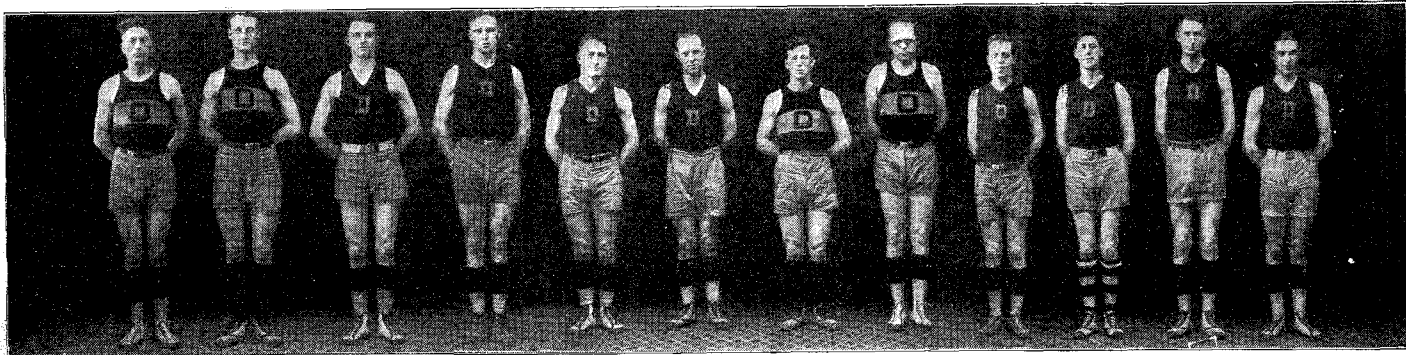
In addition to this, a number of squads are under the constant supervision of each local representative, of whom we have nearly thirty, whose highest self-interest requires watchful care of the interests of each client, to see that he gets the maximum service.

More than this, we require periodic reports on every man in our field force. Our local representatives give detailed monthly reports on the foremen under their supervision. Each foreman gives a monthly report in great detail concerning each man in his squad. Every bit of information from every source about each individual goes into his personal service record. And every one knows that his service record is complete and strives to keep it good.

The only place in the world where the science of Tree Surgery is taught

When a man in the field force has reached a proper state of development, he is brought in to Kent to attend our resident school. This course covers two years—four months each year. We maintain a regular school with complete library and laboratory equipment and a corps of instructors with fine scientific training from various colleges and universities, plus special training in the Davey organization. There is no other school in the world that teaches Tree Surgery, so we maintain the Davey Institute of Tree Surgery as a matter of practical necessity.

In this school we teach only those things required to make real Tree Surgeons—nothing superfluous or unnecessary. The course includes Botany and Dendrology, Pathology and Entomology, Soils and the Feeding of Trees, Spraying



"Do it right or not at all."—JOHN DAVEY.

and Fruit-growing, and above all the Theory and Practice of Tree Surgery.

Every man in the Davey organization is a trained man—Davey trained

When a man has been with us long enough, has had the necessary amount of complete training, and has demonstrated to us his ability and qualifications, he is entrusted with the handling of operations—then and only then.

Every man in the Davey organization is a trained man—Davey trained. If a man should apply to us for employment and say that he is an expert and understands all phases of the work—recommends himself highly—we say to him, if we should happen to need men, "All right, you may start in at the bottom and show us." Very few of them ever come and we are just as well satisfied. Our experience has shown us that not more than one in ten of these so-called tree men from the outside is the right kind of man. None of them are real experts when they come to us. All of them have many things to unlearn.

The Davey Research Department does the experimenting—the client's trees are never experimented upon

In addition to all these other things, we maintain a Research Department in charge of scientists of practical experience. It is their duty to work out every scientific and practical problem of Tree Surgery, as fast as possible. They have done wonderful work. They gather data from every available source, particularly from the experience of the Davey organization, in addition to original experiments. Every experiment is conducted in Kent by our Research Department and never on the trees of a client.

For instance, our Research Department has worked out a list of "forbidden trees," those which experience has demonstrated are not worth complete treatment or do not respond properly to treatment. On these trees our experts are permitted to do only first-aid work.

A national organization that carries with it an assured protection to tree owners

There is no other national organization in our field. There are, of course, many local imitators. It is an unfortunate fact that there are mighty few good ones among them. We would be happy if they were all good and well qualified. But who will supervise them? Who will train them? Who will provide the discipline that will hold them to high-quality service? Who will pass judgment on the results of their work?

There are quite a number, who have never had any contact with the Davey organization, who

claim falsely that they are Davey men. There are some, unfortunately, whom we have been obliged to let go for obvious faults, who attempt to capitalize on the prestige of the Davey name, to our detriment and to that of the profession we have built up and have endeavored to honor.

The unseen things that make quality are only possible because of large volume

In the Davey organization it is the unseen things (rigid selection of men, practical and thorough training, supervision of chief expert and local representatives, resident school, Research Department, standardization of methods and organization discipline) that make real quality and lasting merit. On a business of nearly three-quarters of a million dollars in 1920, we spent three times as much on these unseen things which make quality as we made in profit. In spite of the depression,

we did a business of almost six hundred thousand in 1921 and spent four times as much on these hidden things that make quality as our profit amounted to. The business of the Davey Company is now running at the rate of one million dollars for 1922.

Davey methods have been standardized. Davey work is the same in Boston as it is in Chicago, the same in New York as in Kansas City, the same in Montreal as in New Orleans. Davey experts are of uniformly high type, all thoroughly trained, all carefully selected and developed. And best of all is organization discipline that require and maintains a constant high standard down to the smallest details of work and service.

A tree-man may fool the public but he cannot fool us

It has seemed to me that the greatest thing the Davey organization does for its clients, over and above all these other things, is that of relieving the client of all worry and responsibility in the selection of the men who are to treat his priceless trees. A tree-man may fool the public, most of whom know little about trees. But he cannot fool us. A man must be right in every sense of the word or he cannot go very far in the Davey organization.

We, who know Tree Surgery values, select the men to whom this work of very great importance is to be entrusted. We know they are right and worthy of your confidence and our confidence or we would not send them to you. They come to you with our seal of approval.

They carry with them the most priceless possession we have—our reputation. We are as jealous of that reputation as a good woman is of her good name. Business and professional success are merely results. The causes are behind the scenes. And that is the reason for this little story of the Davey organization.

THE DAVEY TREE EXPERT CO., Inc.,
2556 Elm Street, Kent, Ohio.

Branch offices with telephone connections: New York, Astor Trust Bldg., Fifth Ave. and 42nd St.; Boston, Massachusetts Trust Bldg.; Philadelphia, Land Title Bldg.; Baltimore, American Bldg.; Pittsburgh, 331 Fourth Ave.; Buffalo, 110 Franklin St.; Cleveland, Hippodrome Bldg.; Detroit, General Motors Bldg.; Cincinnati, Mercantile Library Bldg.; Chicago, Westminster Bldg.; St. Louis, Central National Bank Bldg.; Kansas City, Scarritt Bldg.; Montreal, 252 Laugachitère, West.

Davey Tree Surgeons are near you—if you live between Boston and Kansas City. They are easily available and handle operations of any size, large or small. Write or wire Kent, Ohio, or nearest office.



JOHN DAVEY

Father of Tree Surgery

John Davey gave to the world the science of Tree Surgery. Before the publication of his first book, the original "Tree Doctor," not even the idea of the scientific treatment of trees existed. John Davey created the term "Tree Surgery." Every fundamental principle of it was the product of his genius and love. Every improvement and refinement has been worked out in the organization which he brought into being and inspired. But the greatest contribution which John Davey has made to the world, has been to translate into popular form the fact that the tree is a living, breathing organism.

MARTIN L. DAVEY

General Manager, who made of a father's dream a business reality and built the Davey organization.

"And yet the tree lives—it breathes. It has a real circulation. The tree digests its food and assimilates it. It has sexual processes that are just as real and beautiful as in any other form of life. It has the power to adapt itself to its environment. To be sure, it lacks intelligence and a nervous system and the power of locomotion. But in all the other elemental processes the tree functions just as truly as man himself."

"This question of reforestation is of monumental importance. America can not continue to exist as a virile, forward-moving Nation unless we protect what we have and start to build up that which we have so ruthlessly destroyed. We can not afford to be a Nation of vandals much longer. America must reforest, or America must drink the bitter dregs of national decline and impotency."—Excerpts from a speech in Congress, March 3, 1921, by Martin L. Davey, of Ohio.



DAVEY TREE SURGEONS

Every real Davey Tree Surgeon is in the employ of The Davey Tree Expert Co., Inc., and the public is cautioned against those falsely representing themselves. An agreement made with the Davey Company and not with an individual is certain evidence of genuineness. Protect yourself from impostors. If anyone solicits the care of your trees who is not directly in our employ, and claims to be a Davey man, write Headquarters for his record. Save yourself from loss and your trees from harm.



A MEMORIAL TO A NEGRO "IMMORTAL."

This monument to Dr. Washington, lately unveiled at the Tuskegee Institute, was erected at a cost of \$25,000, subscribed by more than 100,000 negroes. Speakers at the unveiling, including ex-Secretary Daniels, placed the colored educator among the Americans whose fame will never die.

NEW HONORS FOR BOOKER T. WASHINGTON

A MONUMENT IN BRONZE AND MARBLE, paid for by the contributions of more than 100,000 negroes, was unveiled the other day to the memory of the late Booker T. Washington, the negro educator. Among the newspaper correspondents present was one whose father had owned slaves, who was "brought up in the days of reconstruction," and who now, after years abroad and other years in the West and North of his own country, once more lives in the South. It may be particularly fitting, he intimates, that a Southern newspaper man should prepare, mainly for Southerners, a new appreciation of this negro "Immortal." The writer, Frank Willis Barnett, joins with Josephus Daniels, former Secretary of the Navy, in hailing it as "an unprecedented event" that "men of both races, living together in the South, and friends from the North, should gather to unveil a monument in Washington's honor." Mr. Daniels spoke briefly at the dedication, but to Mr. Barnett fell the task of making a new summary of Dr. Washington's career. This summary has been widely circulated and appreciated throughout the South. Mr. Barnett is quoted by the Birmingham (Ala.) *News*:

Had Booker Washington's career been complete before Carlyle wrote his famous work on "Heroes," the dour old Scot would have had a chance to have added another outstanding figure to the ones he enshrined in his gallery of the great. It would be wonderfully interesting to have in print a character study in Carlylese of the negro slave who rose out of slavery and abject poverty to be a world figure.

Biography has always been a passion of the writer, and only one thing has ever gript him more, and that is autobiography. All the way down from the *Memoirs of Cellini*, through the *Confessions of Marie Bashkirtseff*, to "The Education of Henry Adams," there have been revelations of individuals of consuming interest; but none have had the simplicity and the pull of Booker Washington's "Up from Slavery."

Let any man, it makes no difference his race, color or creed, read the story and he will have to confess that it is a human document in a class by itself, and of tremendous significance not merely from the standpoint of personal endeavor, but from the impersonal consequences which flowed from one life into the lives of a people. This gives it its status as one of the great autobiographies of all time.

Truth is stranger than fiction, is a trite old adage, and yet it can never grow stale if used in connection with the story of such a one as "The Moses of His Race." The character could

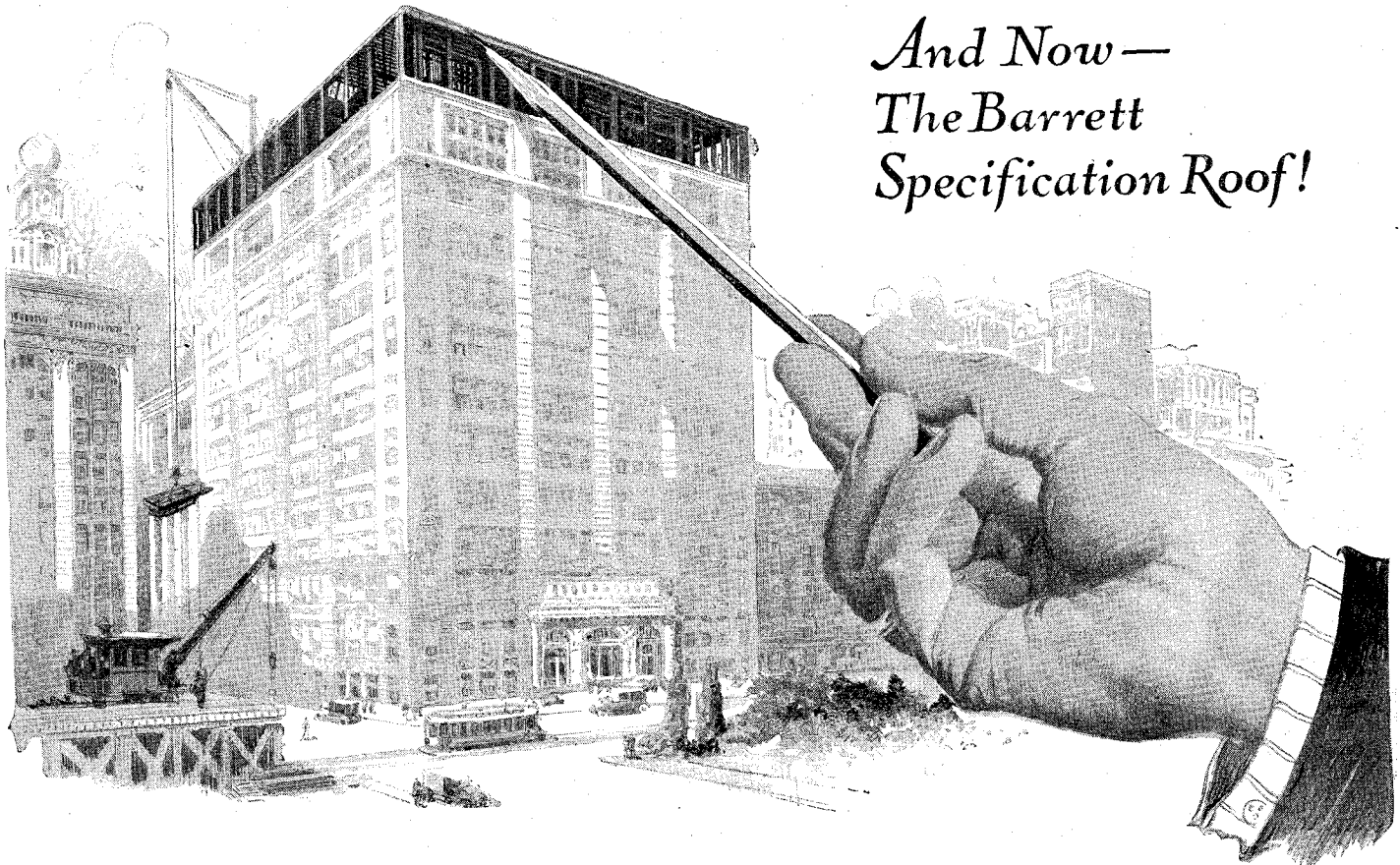
not have been invented even by a Shakespeare, "the myriad-minded," and if it had the critics would have written it down as being wholly beyond the bounds of human possibility. It staggers even the credulity of those who lived close to the man or followed the simple facts of the unknown slave boy from obscurity until he touched in a personal way the lives of millions of his race and stood in the presence of presidents and kings.

Born on a slave plantation in Virginia, near a crossroads post-office called Hale's Ford, he is not sure of the place of his birth, but first saw the light in a typical cabin, about 14 by 16 feet square, where he lived with his mother and a brother and sister until after the Civil War, when they were all declared free. The day, the month or the year of his birth was unknown, tho he thought it was some time in the year of 1858 or 1859. The great fact, however, is that he came into the world.

Absolutely in the dark about his ancestry, he only was able to know definitely about his mother, who had a half-brother and a half-sister. He quaintly says, without any trace of bitterness, that scant attention was given to family history and family records, that is, black family records. No use here to go into the relations which existed between the slave women and their owners or their neighbors. He did not even know the name of his father, but heard reports that he was a white man who lived on a near-by plantation. His stepfather did not belong to the same owners as his mother, and, in fact, came seldom to visit her.

At the close of the war the negroes had to get names for themselves. When they were slaves, a colored person was simply called "John" or "Susan." This was enough to identify them in bondage. If "John" belonged to a man by the name of "Hatcher," sometimes he was called "John Hatcher," or as often "Hatcher's John." On being freed, however, most of the negroes gave up the surnames of their former owners, as it meant a deliverance from slavery. For instance, "John Hatcher" would bloom out as "John S. Lincoln," the initial standing for no name, "it being," according to Washington, "simply a part of what the colored man called his 'entitles.'" So the future leader of his race had to get a name:

He says from the time when he could remember anything, he had simply been called "Booker." It never dawned on him until he went to school that it was thought necessary to have an additional one. It came to him at roll-call when the other children always answered to two, and some of them indulged in the luxury of three. And so when the teacher asked him his full name he was equal to the occasion and promptly answered "Booker Washington." He used to say with a smile, "I think there are



FROM corner-stone to cornice, the modern structures that house the nation's business are built to endure. The foundations rest on bed rock. Steel frame-work and steel girders support the weight of walls and floors. And when they are ready to be roofed the great majority of them are covered with Barrett Specification Roofs.

That these roofs should be the almost unanimous choice of owners and architects of such buildings, is not surprising when you consider —

That we can name many roofs of this type in good condition after forty or more years of service. Their durability is *proved*, not estimated.

That they are *bonded* against maintenance expense. Barrett Inspection Service during construction insures strict compliance with the roofing specifications, and a Surety Company Bond absolutely protects the owner from all roof repair during the bonded period.

That moderate first cost and guaranteed freedom from maintenance make them the most economical roofs it is possible to build.

That they provide a degree of fire protection not

exceeded by any other roof. They always take the base rate of fire insurance.

The Barrett Specification Type "AA" 20-Year Bonded Roof represents the most permanent roof covering it is possible to construct, and while we bond it for twenty years only, we can name many roofs of this type that have been in service over forty years and are still in good condition.

Where the character of the building does not justify a roof of such extreme length of service, we recommend the Barrett Specification Type "A" Roof, bonded

for 10 years. Both roofs are built of the same high grade materials, the only difference being in the quantity used.

The Surety Company Bond, absolutely protecting the owner from maintenance expense, is issued free of charge on Barrett

Specification Roofs of 50 squares or larger, in towns of 25,000 or more, and in smaller places where our inspection service is available.

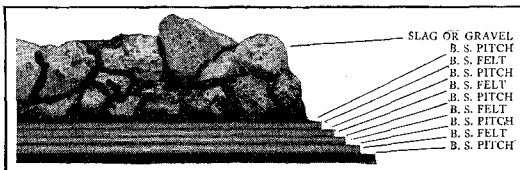
Copies of The Barrett Specifications sent free on request

The *Barrett* Company



New York	Chicago	Philadelphia	Boston	St. Louis	Cleveland
Cincinnati	Pittsburgh	Detroit	New Orleans	Birmingham	Kansas City
Minneapolis	Dallas	Syracuse	Peoria	Atlanta	Duluth
Salt Lake City	Bangor	Washington	Johnstown	Lebanon	Youngstown
Milwaukee	Toledo	Columbus	Richmond	Lafayette	Bethlehem
Elizabeth	Buffalo	Baltimore	Omaha	Houston	Denver
Jacksonville					

THE BARRETT COMPANY, Limited: Montreal Toronto
Vancouver St. John, N. B. Halifax, N. S. Winnipeg



Cross-section, actual size, of Barrett Specification Roof

Barrett Specification Roofs Bonded for 20 and 10 Years

not many men in our country who have had the privilege of naming themselves in the way that I have." It was later in life, after having appropriated the name of "Washington," that he learned that his mother had called him at his birth "Booker Taliaferro."

The nameless boy's early surroundings were in keeping with his lack of "entitlements." The cabin was not only the living-place, but was used as the kitchen for the plantation, as his mother was the cook. It was without glass windows. The window which gave in light was but a shutter, and the door hung on uncertain hinges. It caused the boy to wonder why a "cathole" was provided, as there were plenty of cracks large enough to let "Tom or Tabby" in or out at will. The naked earth was the floor. There was no cooking stove, the cooking being done mostly in pots or "skillets." He never slept in a bed until free. John, Amanda and Booker had a pallet on Mother Earth, or, to follow the record truthfully, "they slept in and on a bundle of filthy rags laid upon the dirt floor." He had never slept in a bed that had two sheets on it until he went to Hampton, and they were quite a puzzle to him. He says the first night he slept under both, the second night on top of both, but by watching the other boys on the third night he got in between them.

The first pair of shoes he ever wore were wooden ones, with rough leather tops with soles of wood an inch thick; but the greatest trial was wearing a flax shirt which cruelly tore his tender skin. It was made of coarse or refuse flax, and they had to be "broken in" like shoes. He not only learned when he went to school that he was shy a last name but that he had no hat or cap, and it was a sore embarrassment to him, as the others wore them. It was then his mother got two pieces of "homespun" (jeans) and sewed them together, and he was the proud possessor of his first "head-piece." While a student at Hampton, for some time, he had only one pair of socks.

Get this picture, suggests Mr. Barnett: Washington tells how when a little boy he saw two of his young mistresses and some lady visitors eating ginger cakes in the yard; and he thought as they talked of the war that if ever he got to be free the height of his ambition would be satisfied if he could rise in life sufficiently to be able to eat ginger cakes. His usual diet was corn bread and pork, but on Sunday morning his mother was permitted to bring down a little molasses from the "big house," for her three children. The writer goes on:

It is pathetic to hear him tell how he would hold up his plate for the sweet morsel, but would always shut his eyes while the molasses was being poured into the plate, with the hope that when he opened them he would be surprised to know how much he had got. And then when he did take a peep he would tip the plate in all directions to make it spread out, in the full belief that it increased in size and would last longer. His share was usually a couple of tablespoons. He then tells how strange it seemed in later life that he could sit listless and unmoved at a long course dinner.

The man who was to receive an honorary degree from Harvard University says that the first thing he ever learned in a book was the number "18," which was the numeral allotted to his stepfather who worked in a salt factory, it being painted on the barrel under his charge. But it was a great day when his mother procured for him an old copy of Webster's "blue-back" spelling-book, and gave him a chance to wrestle with the alphabet without help from any one, as none of his race could read. Freedom set a race eager to master the art of reading, none were too young or too old to make the attempt. The great ambition of the older ones being to learn enough to read the Bible.

It was by chance that "Booker," while at work in a coal mine, happened to overhear the miners talking about a great school for colored people somewhere in Virginia, and the story of how then and there he made up his mind to go to it and the terrible journey is one of the romances of education. Starting with a "blue-back" speller he gradually began to collect a "library." It was housed in a dry-goods box, knocked out on the sides and arranged with shelves in which were stored a few precious volumes. John helped him, and others gave him from a nickel to a quarter, and the great day came when he started from Malden, West Va., to Hampton, Va., about 500 miles away.

It was a trip as full of hardships for him as was the cross-country voyage of the '49er, who went to California in search of gold, with this difference, the lure before them were the golden sands, while the lone star which drew "Booker" was the chance to get an education. Money gone, he walked the streets of Richmond hungry, while at night he crawled beneath a boardwalk, and with his satchel for a pillow slept, on an empty stomach.

After getting work he continued to use his soft spot on the ground in order to save enough to get to his destination. Many years afterward colored citizens of Richmond gave him a reception at which 2,000 were present near the spot where he had lived almost as an outcast. He reached Hampton with fifty cents, and

few things in the realm of literature are more realistic than his description of his appearance when entering the sacred portals, and how "the sweeping of a room was his college examination," for the first thing he was told to do was when a teacher, said: "The adjoining recitation-room needs sweeping. Take the broom and sweep it."

It may seem a strange thing, says Mr. Barnett, but here is where the writer is going to link together Booker Washington and Charles Dickens, for in spite of their color, and in the face of the fact that one was an American and the other an Englishman, there are some things in their lives which almost touch. The great novelist's boyhood was not a bed of roses, for his father was improvident, and when his mother took over a school Charles had to play the janitor as did Booker at Hampton, for he was "boots." Then too—

His labors at a tender age in the blacking factory, pasting labels on bottles, with rough companions, were similar to the tasks of Booker in the salt mines at Malden. The black boy became the leader of his people, while the white boy gave joy around the globe through his immortal works.

It was in Atlanta, in September, 1895, at the opening of the Atlanta Cotton States and International Exposition that the writer first heard the name of Booker T. Washington; for his speech was the sensation of the hour. James Creelman began his famous wire to the New York *World* as follows: "While President Cleveland was waiting at Gray Gables to-day, to send the electric spark that started the machinery of the Atlanta Exposition, a negro Moses stood before a great audience of white people and delivered an oration that marks a new epoch in the history of the South. Nothing has happened since Henry Grady's immortal speech before the New England Society in New York that indicates so profoundly the spirit of the New South, except, perhaps, the opening of the exposition itself."

Not only did the orator thrill those who heard him, but his oration was the talk in the homes, at the clubs, in the hotel lobbies, on the street-cars and on the sidewalks, and well it might, for as was noted it was the first time that a negro had made a speech in the South on any important occasion before an audience composed of white men and women. It electrified the audience, and the response was as if it had come from the throat of a whirlwind. Washington had declared "that in all things that are purely social we can be as separate as the fingers, yet one as the hand in all things essential to mutual progress." Creelman says at these words "the whole audience was on its feet in a delirium of applause," and I thought at the moment of the night when Henry Grady stood among the curling wreaths of tobacco smoke in Delmonico's banquet-hall and said: "I am a Cavalier among Roundheads"; and then he adds, "most of the negroes in the audience were crying, perhaps without knowing why." It was common talk at the time that the unknown negro had outshone in brilliance the dazzling and sparkling orator, Emory Speer; perhaps the reason being that the white man was making a speech while the black man was pleading a cause.

The next great occasion when Booker Washington made himself known to the writer was about a score of years ago when he was attending the Sociological Congress at Harvard University, which was held in Phillips Brooks Hall. It was a wonderful gathering, Mr. Barnett recalls, and the address of the negro educator was worthy of the occasion. Mr. Barnett writes:

Washington spoke for an hour, and when he sat down the writer turned to his wife and said: "If I had been put up to state the position of the Southern white man in his course toward the negro before and after the war, I couldn't have put it half so strongly as did the speaker."

Walking up to the orator, the writer said: "I am from the South, and I want to thank you for the way you stood up for Southerners." With a rare smile he replied, "I did not know there were any Southern people in the audience, but I am glad you liked what I told these Yankees." No one after the incident was ever able to make the writer believe that Booker Washington had one message for those north of the Mason and Dixon Line and another for those on its south side.

There are scores of interesting things which could be set down here to show the ascent of the negro boy born in slavery to be a leader among leaders, but they must be passed over. Suffice it to say that his struggle to get an education is an epic in the educational world and ought to be a spur to every white boy and shame those who complain that they have no chance. But it was a long and hard climb from the day when with "blue-back" speller in hand he mounted the first rung of the educational ladder until the day came when he was the president of the greatest negro institution in all the world, and invited to deliver addresses in the great universities and colleges.



Philadelphia
Minneapolis
Dallas

VACUUM OIL COMPANY

(Abbreviated Edition)

NAMES OF AUTOMOBILES AND MOTOR TRUCKS	1922		1921		1920		1919		1918	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Allen	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Apperson	(18 0th Model)	A	A	A	A	A	A	A	A	A
Biddle	A	A	A	A	A	A	A	A	A	A
Brewster	A	A	A	A	A	A	A	A	A	A
Brinson	A	A	A	A	A	A	A	A	A	A
Cadillac	A	A	A	A	A	A	A	A	A	A
Chandler	A	A	A	A	A	A	A	A	A	A
Chalmers	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Chevrolet	(408 cc.)	A	A	A	A	A	A	A	A	A
	(Model 408 cc. & L. Del.)	A	A	A	A	A	A	A	A	A
Cleveland	(6 cyl.)	A	A	A	A	A	A	A	A	A
	All Other Models	A	A	A	A	A	A	A	A	A
Crawford	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Dodge	(1 ton)	A	A	A	A	A	A	A	A	A
Durr	(4 cyl.)	A	A	A	A	A	A	A	A	A
	(All Other Models)	A	A	A	A	A	A	A	A	A
Davis	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Dodge Brothers	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Durant	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Earl	A	A	A	A	A	A	A	A	A	A
Eliac	A	A	A	A	A	A	A	A	A	A
Emery	A	A	A	A	A	A	A	A	A	A
Franklin	BB	A	A	A	A	A	A	A	A	A
Grant	(6 cyl.)	A	A	A	A	A	A	A	A	A
	(Com'l Model 12)	A	A	A	A	A	A	A	A	A
	All Other Models	A	A	A	A	A	A	A	A	A
Hanson Six	(12 cyl.)	A	A	A	A	A	A	A	A	A
	(12 cyl.)	A	A	A	A	A	A	A	A	A
Holmes	A	A	A	A	A	A	A	A	A	A
Hudson Super Six	A	A	A	A	A	A	A	A	A	A
Humphreys	(12 ton)	A	A	A	A	A	A	A	A	A
	(5 ton)	A	A	A	A	A	A	A	A	A
	(All Other Models)	A	A	A	A	A	A	A	A	A
Indiana	(1 ton)	A	A	A	A	A	A	A	A	A
	(15 ton)	A	A	A	A	A	A	A	A	A
	(3 ton)	A	A	A	A	A	A	A	A	A
	(All Other Models)	A	A	A	A	A	A	A	A	A
Keystone	A	A	A	A	A	A	A	A	A	A
Kugel Kat	(12 cyl.)	A	A	A	A	A	A	A	A	A
	(All Other Models)	A	A	A	A	A	A	A	A	A
LaFayette	(Indianapolis)	A	A	A	A	A	A	A	A	A
Leastrong	(Cont. Eng.)	A	A	A	A	A	A	A	A	A
Liberty	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Loch	A	A	A	A	A	A	A	A	A	A
Lozomobile	A	A	A	A	A	A	A	A	A	A
McFarlan	A	A	A	A	A	A	A	A	A	A
Macmillan	A	A	A	A	A	A	A	A	A	A
Marmon	A	A	A	A	A	A	A	A	A	A
Mayfield	(Com'l)	A	A	A	A	A	A	A	A	A
Merced	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
M. H. Michell	A	Arc	A	Arc	A	Arc	A			

Makes of Engines

(recommendations shown separately for convenience)

[illegible]

Transmission and Differential:

For their correct lubrication, use Gargoyle Mobiloil "C," "CC" or Mobilubricant as recommended by complete Chart available at all dealers.

A MAGICIAN WHO MISTRUSTS "SPIRITS," AND ALL THEIR WORKS

A MAN WHO COULD MAKE AN ELEPHANT DISAPPEAR and a grand piano float in the air—at least to all appearances—once undertook the job of being a medium. Since that time he has become known as a magician of parts, as well as the author of several books on magic. Harry Houdini is his name, and, while he does not go so far as to say that there is nothing whatever in spiritism, he does claim to be able to reproduce “any signal or bit of legerdemain which mediums use, no matter how unearthly it may seem to the untrained beholder.” The magician has had some experience, both in acting as a medium and in exposing the tricks of mediums. His interest in psychic fields, also, he says, has led him, within the last 25 years, to make compacts with seven persons, since dead, that the one dying first would communicate with the other if it were possible. In no case has he received any communication. In 30 years of experience, he told James C. Young, a correspondent of the *New York Times*, he has never heard of, nor seen, “any so-called spirit manifestation which could not be explained on a purely material basis.” Mr. Young quotes the magician:

“The average man who does not believe in spiritism is likely to laugh at the idea that he could be deceived,” continued Houdini, “but I have seen men of this kind so astonished that they were ready to believe almost anything. Soon after Roosevelt came back from South America, I was going to Europe on the *Imperator*, and he chanced to be a passenger. I was asked to give an entertainment, and the subject of spirit writing came up. Victor Herbert and a number of other well-known men were present, all of them having intelligence of a high order. Certainly that was not a credulous audience. I offered to summon the spirits and have them answer any questions which might be asked. Roosevelt wanted to know if they could tell him where he spent his last Christmas Day. I had a slate with the usual covering, and in a few moments brought forth a map, done in a dozen colors of chalk, which indicated the spot where he had been on the famous River of Doubt. That map was an exact duplicate of one which was to appear in his book, and which had not yet been published. I never had seen the map, and to make my case stronger, the name of W. T. Stead, the English writer lost on the *Titanic*, was signed below the map with a signature which one man present recognized as a copy of Stead's writing. And I might add that I was unfamiliar with Stead's signature.

“Roosevelt was dumfounded; ‘Is that really spirit writing?’ he asked. ‘Yes,’ I replied, with a wink, and I am sorry I can not tell your readers how it was done. But you can see that it is not difficult for one who understands mystification to accomplish things which seem past all explanation. With a demonstration such as I have just outlined it would be possible to convince a large percentage of people that I was possess of mystic powers. But all my work could be done by anybody else if they understood how.”

In his early days, Houdini, says the writer, once tried the business of being a medium. It was out in Kansas and the show for which he was working had fallen upon hard times. He told the manager that he would undertake to appear as a medium and help matters along. The manager advertised that Houdini could “float pianos in midair” and do a few other things of the sort. Mr. Young goes on:

When the time arrived for Houdini's act, he puzzled the crowd by telling particulars about the births and deaths in half the families of the town. Gradually he worked up to a climax, exclaiming: “Now, what do I see! What is this coming before me? Why, it is a man—a black man. He's lame—and his throat is cut from ear to ear. Who is this man—why, I know him; he is Efram—Efram Alexander.” At that point the negroes in the gallery broke for the doors, because Houdini was describing a man killed recently. He had picked up a few facts which all of them knew, but his “spirit talking” was more than ordinary nerves could stand.

“I had gone around to the cemeteries and read all of the inscriptions on tombstones, looked over a few birth and death records and acquired a lot of information from the gossips,” said Houdini. “I was ready to answer almost anything. But the crowd was so anxious, my information began to run out. Then I was amazed to find that no matter what I said, it applied to somebody in the audience, and before the show was over I had the making of a fine reputation as a medium.

“That is the way professional mediums work. I have been to thousands of séances, because this question of spirit communication is one which has interested me all my life. And I have not gone with a skeptical mind, but in a mood to receive the truth if there was any one who could impart it to me.”

In the days when Houdini was still a barnstorming entertainer, the story runs, a deputation came to him in a Missouri town and asked that he undertake to expose a local medium who had been playing hob with that community. Houdini agreed, but the medium came to him and told a story of hard luck, requesting that Houdini permit one more séance, when he promised to leave town. Houdini's sympathy was enlisted, and he made a compact with the medium to help him out. When the time for the séance came, three or four men held the medium, one with a hand over his mouth, and waited for the exposure. Instead, Houdini did all of the medium's tricks, with a few more besides. Trouble came out of that situation, for—

“The believers were just as anxious to uphold their medium as the others were to expose him,” said Houdini. “While I had the table walking somebody threw a rock on it, and that was not part of my program. I am satisfied that some one brought the rock along so as to help the medium out if he really got into trouble. They were not taking any chances on his being unable to give a sign at the right moment.”

A favorite practise with many mediums is the sounding of a trumpet as a kind of introduction for the spirits. Houdini says he met one man who had developed this piece of mystification to the point where he could blow a trumpet lying on a table several feet away by a sort of ventriloquism.

According to Houdini, mediums make capital out of suggestions which sometimes come to people from no apparent source and for no apparent cause.

Houdini was reminded that several men of the first rank have become convinced that they had received messages from the dead, and was asked if his experiments in psychic fields had thrown any light on this subject. He is quoted in reply:

“I have made compacts with seven persons that the one of us dying first would communicate with the other if it were possible, but I have never received a word. The first compact was made twenty-five years ago, and I am certain that if any one of those persons could have reached me he would have done so. The last one was my secretary, a man of mature years, and we were very much attached to each other. The day before an operation he said to me, ‘Houdini, this may be the end. If it is, I am coming back to you no matter what happens on the other side, providing there is any way that I can reach you. And if I can come, you will know it is me, because I am going to will it so strong that you can not be mistaken.’ He died the next day. That was more than a year ago and there has been no sign. I have waited and watched, believing that if any man ever could have sent back word, he would have been the man. And I know that our minds were so close to each other that I must have received the signal if there had been one. But I never have had even a suggestion that my friend wanted to call me. No one could accuse me of being unwilling to receive such a sign, because it would have been the greatest enlightenment I could possibly have had in this world.”

Self-hypnotism, according to Houdini, is a common form of deception practised by those who believe that they have had messages from the dead without the help of mediums. And this willingness to believe, of course, is another prime stock in trade for mediums. Houdini said that even Harry Kellar, now dead, and whom he regarded as the greatest of all magicians, confessed to him that he had been fooled by clever manipulators. Kellar said this was because he did not know what to expect nor in which direction to guide his intelligence when the mystifier began to work.

“The secret of all such performances is to catch the mind off guard, and the moment after it has been surprised to follow up with something else that carries the intelligence along with the performer, even against the will,” said Houdini. “When it is possible to do this with a highly developed mind, consider what can be done with persons who are anxious to believe. The distrust relatives catch at the least word which may remotely indicate that the spirit they seek is in communication with them. Even one little sign which appeals to their waiting imagination scatters all ordinary caution and they are converted. Then they begin to accept all kinds of natural events as results of spirit intervention. This state of mind is productive of many misfortunes, as proved by the number of suicides of people who think they are going to happiness with loved ones beyond the pale.”

Raised High In Quality Brought Low In Price CHANDLER SIX

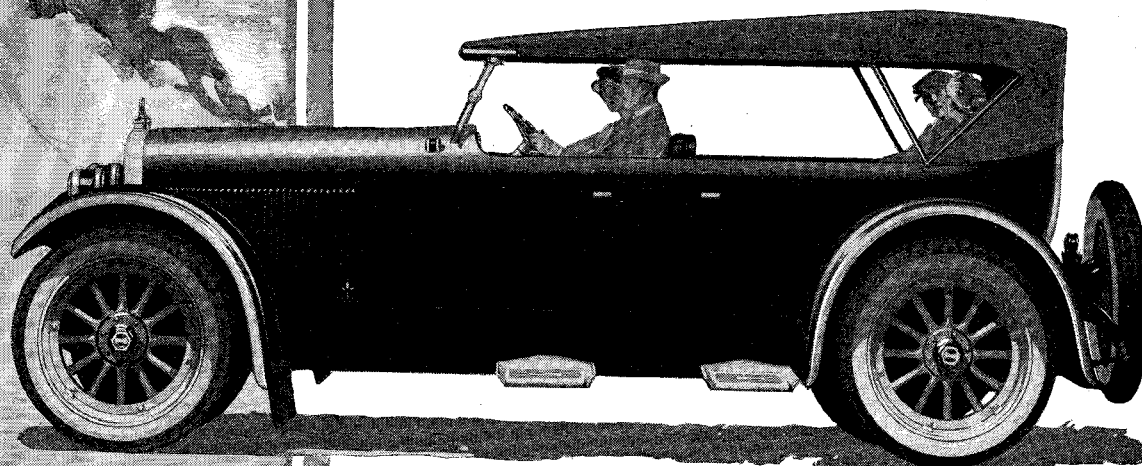
TO check out the detail of the new Chandler Six is to want to join the Chandler family.

Here are to be found, in surprising degree, all essentials of the highest priced automobile: rugged power, durability, economy, comfort and appealing beauty.

Thousands of these new Chandlers delivered in the last four months are proving to the high satisfaction of their owners that mechanically the car measures up to its superb appearance.

You can tour smartly, safely, comfortably and proudly in any model, open or closed.

NOW \$1595 F. O. B. CLEVELAND
(TOURING CAR)



THE CHANDLER MOTOR CAR COMPANY
CLEVELAND

VACATION • TRIPS • AND • PLAYGROUNDS

THE CALL OF THE SUMMER LANDS

ALEXANDER THE GREAT, sighing at thirty for more worlds to conquer, found life a bore and began to feel sorry for himself, tho he had to his credit a record of victories surpassing that of all previous generals and one that amazes the world even now. What Alexander needed, as a sagacious historian has pointed out, was not more worlds to conquer, but a vacation, and a place to take it in. If he lived and knew the opportunities for travel and recreation in these days, it is safe to assume that his interest in life might have remained fresh, and undoubtedly he would have turned from militarist to pacifist journeyings. This conversion, it may be assumed, would have been effected not by reading about the League of Nations, but rather by the all-absorbing perusal of books of travel in delightful lands far and near. Your true traveler and vacationist writes his book about the place he visits with an ardor and an enthusiasm rare in these days of almost too many books. But books of travel can never be too numerous, for they enable us all to find the fascinating trail of adventure and to steal away to the corner of quiet in which we escape from the noise and distraction of the world. So in the following pages, the Travel Editor of THE LITERARY DIGEST introduces a splendid company of travel writers to tell about summer playgrounds and vacation trips in all parts of the United States, Canada and Europe. Besides, he presents an original and exclusive tabulation of America's National Parks and National Monuments, with instructions about the way to reach them. It should be noted that in all travel information supplied, he is obliged to confine himself to water and rail transportation. The vast systems of motor routes transcend the limits of his allotted space, but such information is very easily obtained in the host of motor guides and maps to be had everywhere.

SUMMER PLAYGROUNDS OF NEW ENGLAND

Just as all our atlases begin with the New England States, so should also a survey of our American playgrounds. For here, perhaps, are our oldest resorts, haunts of the pioneer American tourists. Nature, however, never grows less attractive by age and the New England playgrounds in these days of Pullmans, motor cars and golf are as fresh and delightful as they were when the cog-wheel railroad up Mt. Washington began operation in 1869.

The recreation regions of these New England States fall under three natural classifications—seashore, lake and mountain.

New England's entire coastline is lined with watering-places, from aristocratic Bar Harbor to Boothbay, Old Orchard, Biddeford Pool, Kennebunk, The Yorks, Magnolia, Marblehead, Beverley, Swamscott, Nantucket and Martha's Vineyard Islands, Newport, and Connecticut's Sound resorts, not forgetting quaint Cape Cod, of which Agnes Edwards, in "Cape Cod, New and Old" (Houghton Mifflin Company), says: "The old road to the Cape is lost—and with it much of the dust, both of reality and romance. But a new road has opened, bringing every year hundreds and hundreds of automobiles; and literally thousands of men and women who would otherwise never breathe the balmy air or see those windswept moors."

Along the forest-fringed shores of picturesque lakes and rivers gather other thousands of summer residents, vacationists, and sportsmen. There are Moosehead, The Rangeleys, Sebago, within the Maine borders, Winnepesaukee and Sunapee in New Hampshire, besides a myriad of smaller lakes. Rivers of New England offer still other fresh-water attractions. The Penobscot and the Kennebec are noted for their pleasing scenery, and there is the pastoral charm of the Connecticut Valley.

Of the Maine Woods, Thoreau gave many years ago in his

"The Maine Woods" (Houghton Mifflin Company), a picture which is true also to-day. He says: "It is a country full of ever-green trees, of mossy silver birches and watery maples, the ground dotted with insipid, small, red berries, and strewn with damp and moss-grown rocks—a country diversified with innumerable lakes and rapid streams, peopled with trout and various species of leucisci, with salmon, shad, and pickerel, and other fishes; the forest resounding at rare intervals with the note of the chickadee, the blue-jay and the woodpecker, the scream of the fish-hawk and the eagle, the laugh of the loon, and the whistle of ducks along the solitary streams. What a place to live, what a place to die and be buried in! There, certainly, men would live forever, and laugh at death and the grave."

Of "the roof of New England," the White Mountains of New Hampshire, and the lesser altitude Green Mountains of Vermont, and the restful Berkshire Hills of Massachusetts and Connecticut volumes might be written.

The sentinel of the New England summits is Mt. Washington, rising above its immediate neighbors of the Presidential Range in the very heart of the White Mountains. Nearly a million acres in this region are forever preserved against spoliation by the Government's "White Mountain National Forest."

M. F. Sweetser in his excellent "Guide to the White Mountains" (Houghton Mifflin Company) divides the range into the following regions: The Presidential Range, including Mt. Washington and its neighboring summits, The Crawford Notch and Glen; The Franconia Region, Northern Villages and Foothills; The Carter-Moriah Range and Glen; The Jackson-Conway Region; Bartlett and Sawyers River Region; Moosilauke and Western Peaks; Pemegewasset Valley; The Sandwich Range; Ossipee Country and Lakes; Dixville Notch Region; The Eastern Border and the Peaks of Southern New Hampshire. Thousands of summer visitors flock to Bethlehem, Maplewood, Profile House, Jefferson, Littleton, Bretton Woods, Crawford, Franconia, Randolph, Gorham, North Conway, Intervale, Jackson, Whitefield, Dixville Notch.

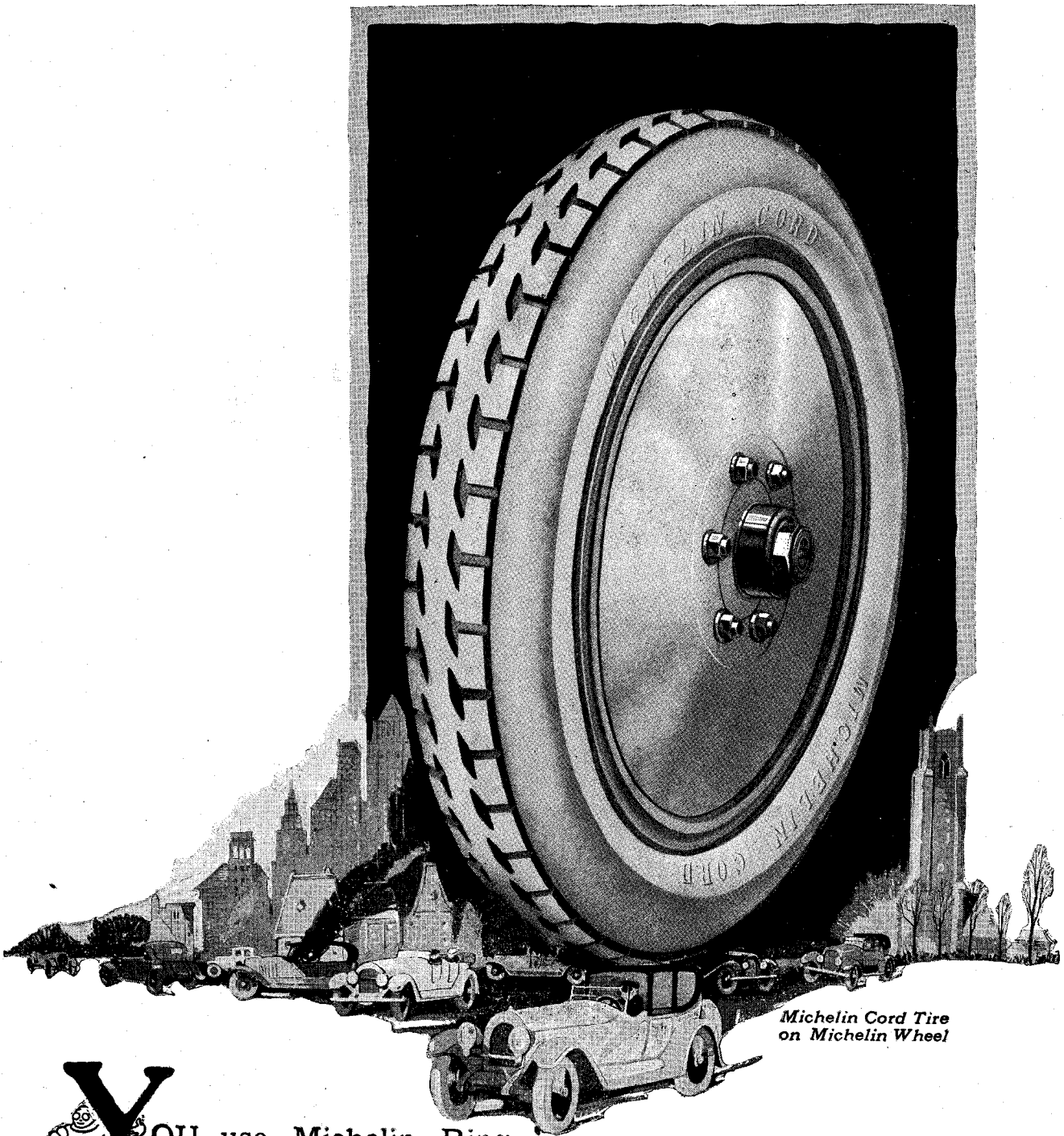
Water trips to New England ports are listed elsewhere. Inland resorts are reached by the rail systems which cover this territory in a vast network and include the Bangor and Aroostook, Grand Trunk, Maine Central, Boston and Maine, New Haven, Boston and Albany, Central Vermont and Rutland. Books on New England are listed on page 58.

ATLANTIC BATHING BEACHES

"It is probably still right to speak of the seashore as if it were the country," writes Harrison Rhodes, in his book "In Vacation America," "but, as a matter of fact, from Bar Harbor to Cape May it is almost as solidly occupied as the town. The most amazing degree of congestion is found along the Jersey coast, where for fifty miles south along the beach from Sandy Hook there runs a solid crowded street of hotels and houses, and behind them at frequent points, colonies and towns of more hotels and houses stretching their necks, as it were, for a glimpse of water and a breath of air. The edges of Long Island and the coasts of Connecticut and Rhode Island are rapidly approaching this condition, and the famous North and South shores of the Massachusetts coast are nowadays merely lovely Bostonian suburbs. Our zeal for having summer homes outside the cities is wonderful. . .

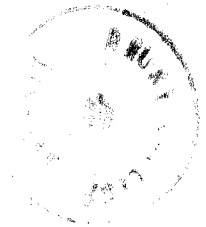
"The American seaside, with its enormous population, has something majestic and almost frightening about it. It gives you a vision of the vastness of our country, its wealth, its teeming millions. Atlantic City alone, for example, could quite suffice for France, were it transported across the Atlantic; and Asbury Park

MICHELIN CORDS

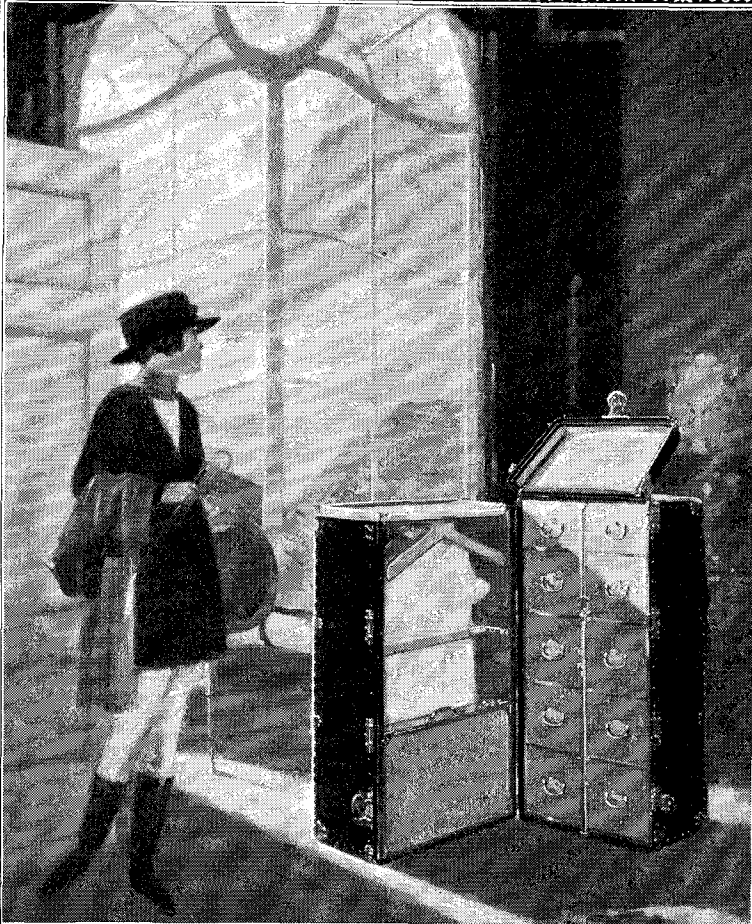


*Michelin Cord Tire
on Michelin Wheel*

YOU use Michelin Ring Shaped Tubes and know they are best. Why not use Michelin Cords? They are just as good.



HARTMANN



"NOT A WRINKLE AT THE END OF THE TRIP"

THE IDEAL of complete, convenient and constant clothes protection is the inspiration that is responsible for the Hartmann Wardrobe Trunk. In the pursuit of this ideal the Hartmann Trunk Company has dared to be original and held steadfast to its pledge never to compromise with its standards of quality. Thus was Hartmann leadership established.

The Hartmann Padded Cushion Top is patented. It is found only in Hartmann Wardrobe Trunks. Nothing else will absolutely prevent clothes from wrinkling under all conditions of travel.

Owing to unusual production facilities, and organized methods of distribution, Hartmann Wardrobe Trunks represent the greatest dollar-for-dollar trunk value. This is as true of Hartmann Castle-Grande—the only trunk with an all-steel frame, as it is of the Hartmann Gibraltarized Wardrobe. It is as evident in the Hartmann Berth-High Steamer Wardrobe as it is in the latest luggage convenience, the Hartmann Wardrobe Suit Case.

Hartmann Patented Cushion Top Wardrobes range in price from \$30 to \$200. See your nearest Hartmann dealer.

HARTMANN TRUNK COMPANY • *Racine, Wisconsin*

BE SURE THE HARTMANN RED X IS ON THE TRUNK YOU BUY

HARTMANN
REG. U.S. PAT. OFF.
WARDROBE TRUNKS

VACATION TRIPS AND PLAY- GROUNDS—Continued

would accommodate Belgium and Holland—with suitable alterations to please the tastes of the jaded inhabitants of continental Europe. We overcrowd dozens of such places at the slightest notice and upon the slightest provocation, and have, besides, a hundred others. . . .

"The Jersey Coast is, on the whole, the most popular part of the American seashore, the most characteristic, the most democratic, the most intensely American. It has no natural advantages, but it has its nearness to the sea and, which is more important, to Philadelphia and New York. . . .

"To catalog the Jersey coast is like cataloging America."

Routes to New England's watering-places are described elsewhere. Long Island beaches are reached by Long Island Railroad direct from the Pennsylvania Station, New York City. Three rail routes provide access to the beaches of New Jersey, according to their location, the Pennsylvania System, Central Railroad of New Jersey and Philadelphia and Reading.

SELECTED BOOKS ON NEW ENGLAND

- Along New England Roads**, W. C. Prime, Harper & Bros., \$1.90.
In Berkshire Fields, W. P. Eaton, Harper & Bros., \$3.50.
The Old Coast Road from Boston to Plymouth, Agnes Edwards, Houghton Mifflin Co., \$3.00.
Cape Cod, New and Old, Agnes Edwards, Houghton Mifflin Co., \$3.00.
A Guide to the White Mountains, M. F. Sweetser, Houghton Mifflin Co., \$3.50.
Maine Woods, Henry D. Thoreau, Houghton Mifflin Co., \$2.00.
Rambles Around Old Boston, Edwin M. Bacon, Little, Brown & Co., \$3.00.
Highways and Byways of New England, Clifton Johnson, The Macmillan Co., \$2.75.
Turnpikes of New England, Frederick J. Wood, Marshall Jones Co., \$10.00.
A Wonderland of the East, William C. Kitchin, The Page Co., \$6.00.
Among Old New England Inns, Mary C. Crawford, The Page Co., \$2.50.
Old Boston in Colonial Days, Mary C. Crawford, The Page Co., \$4.00.
The Book of Boston, Robert Shackleton, Penn Publishing Co., \$3.50.
Connecticut River, Edward M. Bacon, G. P. Putnam's Sons, \$5.00.
Narragansett Bay, Edward M. Bacon, G. P. Putnam's Sons, \$5.00.
Historic Towns of New England, Lyman Powell, G. P. Putnam's Sons, \$5.00.
History of Nantucket, R. A. D. Lithgow, G. P. Putnam's Sons, \$2.50.
Old Plymouth Trails, Winthrop Packard, Small, Maynard & Co., \$3.50.

PLAYGROUNDS OF NEW YORK STATE

"The Hudson River is a noble threshold to a great continent and New York Bay a fitting portal," says Wallace Bruce in his book, "The Hudson," and as David Lear Buckman writes in "Old Steamboat Days on the Hudson" (Grafton Press.) . . . "The people in every land love their rivers. In some countries they are sacred. . . . To none has been given a more beautiful and useful stream than that which sweeps its majestic course from the forests of the Adirondacks, past the cities that line its shores, through the rocky Highlands and by the parapeted Palisades, until it mingles its waters with those of the bay in front of the great metropolis, the very gateway through which by far the largest

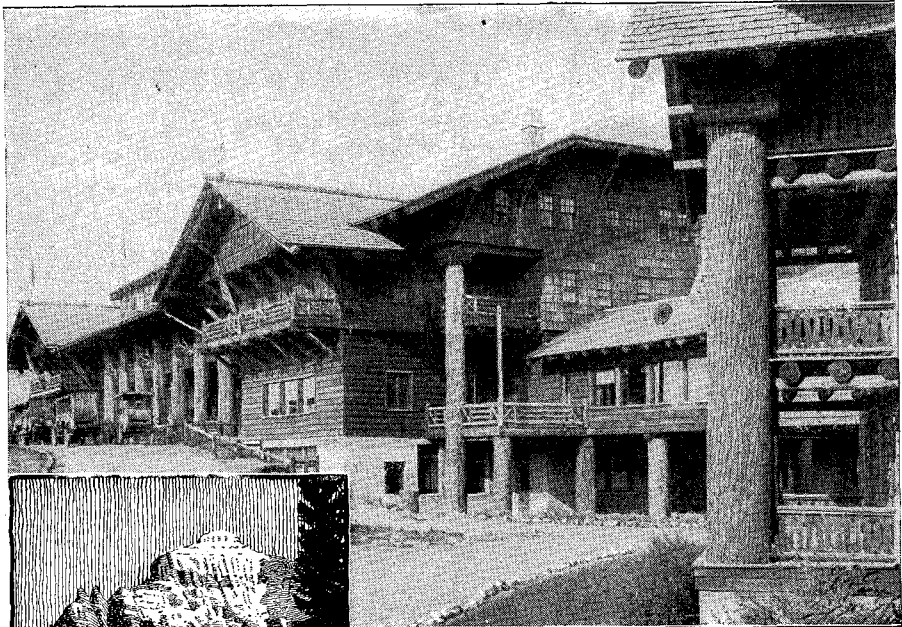
influx of the wealth of the nation, namely, its people, have reached the New World."

The charm and associations of the Hudson are manifold. It is a river of many legends. Its shores were the scenes of battles and important military movements during the nation's early struggles. Its valley was and still is a link in the northern route from New York to Canada, over which have moved untold thousands of Indians, soldiers, colonists and tourists. Its scenery is rich in variety and full of material for the artist.

For many generations travelers have enjoyed the Hudson's attractions from the spacious decks of the Hudson River Day Line steamers. Indeed, there would be something lacking in the Hudson Valley summer without these huge immaculately white vessels appropriately named after some of the great men whose names are stamped indelibly on Hudson River history. Other transportation is provided by well-appointed steamers for night service between New York and Albany or Troy by the Hudson Navigation Company and for other thousands of travelers by the two divisions of the New York Central Railroad which borders either shore-line.

"In the Catskills," says T. Morris Longstreth in his recent description of a tramping trip through these mountains ("The Catskills," Century Company), "one can enjoy an extensive forest, covering a country partly mountainous and partly rolling, a few small lakes, a wealth of running water; a place for camping, or boarding with simple folk, or putting up at expensive hotels. Above all, one has proximity to New York. . . . For the man who must have beetling crags, and whose enjoyment is ruined if there is another man in the same county, there is but little more. But for him who is not blind to one type of beauty simply because he can remember others, the Catskill Mountains and their surrounding hills are rich with a variety of wealth quite unimaginable. Before I visited them I imagined that they were a set of mediocre hills infested by a sandwich-eating summer populace. I found impressive ranges, noble cliffs, forests with game, streams with fish, and I came away with recollections of many cheerful firesides. In no other American vacation-land can one find a more interesting alternation of forest tramping and village living, a richer background of subdued mountain and inviting valley, a more sympathetic native population with finer historic antecedents and more solid qualities."

The Catskills are only a few hours away from New York City's northern exits by the Hudson River Day Line steamers or by two divisions of the New York Central Railroad System. From the west shore of the majestic Hudson, entrance to the Catskills is made at two main gateways. One of these is Catskill, where motor stages provide inland transportation. The other is Kingston, the starting-point of the Ulster



Glacier Park Hotel



For free booklets and information apply any ticket or tourist agent or Great Northern Railway offices

226 West Adams St.
Chicago, Ill.

708 Empire Building
Pittsburgh, Pa.

280 Broadway
New York City

516 Railway Exchange
Kansas City, Mo.



Modern Hotels in the Wild Heart of America

Glacier National Park

Go out to the untamed Montana Rockies this summer. Enjoy the old-fashioned forms of recreation in Glacier National Park. Ride horseback—fish—camp—motor—climb mountains. At the end of each perfect day of play find rest and comfort in a big modern hotel or rustic chalet camp.

Summer Tourist Fares Greatly Reduced

The Oriental Limited, new modern Pullman equipment, is a solid steel through train from Chicago, via Burlington Route-Great Northern Railway to Glacier Park, Spokane, Seattle, Portland, Tacoma. Stops at Glacier Park Hotel, —eastern entrance. Also through trains from Kansas City. En route to North Pacific Coast, Alaska or California, visit Lake Chelan and Rainier and Crater Lake National Parks.

All-expense tours of Glacier Park
—one to seven days. Longer
trips if desired

See America First
GREAT NORTHERN RAILWAY
A. J. DICKINSON
Passenger Traffic Manager, St. Paul, Minn.



Lake Josephine



The rug on the porch is Gold-Seal Art-Rug No. 381. In the 6 x 9 ft. size the price is only \$8.10.



Look for this Gold Seal

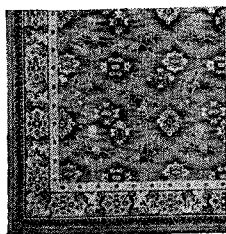
When you buy a Gold-Seal Congoleum Art-Rug, see that it bears a Gold Seal similar to the one shown here. Genuine Congoleum Rugs are guaranteed by the Gold-Seal pledge, "Satisfaction Guaranteed or Your Money Back".

This same Gold Seal, in a larger size, identifies the dealer who sells genuine Gold-Seal Congoleum.

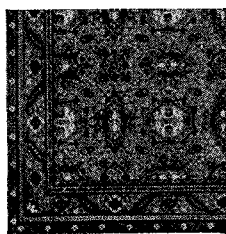
CONGOLEUM COMPANY

INCORPORATED

Philadelphia New York Chicago Boston San Francisco Dallas
Minneapolis Atlanta Kansas City Pittsburgh Montreal



Gold-Seal Congoleum Art-Rug No. 518



Gold-Seal Congoleum Art-Rug No. 323

Indoors and Out these Rugs are a Joy

"Nothing like Congoleum Rugs for summer-time. They're so easy to keep clean and nothing seems to harm them."

On the porch or indoors—Gold-Seal Congoleum Art-Rugs are surely the ideal summer floor-covering. Their cool, cheery patterns add charm to the seashore cottage, bungalow and mountain camp, and besides they are low-priced and extremely practical. They hug the floor without fastening, never ruffle or turn up at edges or corners.

Water doesn't hurt them. The sun doesn't fade them. No need to roll them up when rain threatens. And they are so easy to clean—it's done in a jiffy with a damp mop.

Truly for the summer home there is no floor-covering so satisfying and economical as Gold-Seal Congoleum Rugs.

6 x 9 feet	\$ 8.10	The rugs illustrated are made only in the five large sizes. The small rugs are made in other designs to harmonize with them.	1½ x 3 feet	\$.50
7½ x 9 feet	10.10		3 x 3 feet	1.00
9 x 9 feet	12.15		3 x 4½ feet	1.50
9 x 10½ feet	14.15		3 x 6 feet	2.00
9 x 12 feet	16.20			

Owing to freight rates prices in the South, west of the Mississippi and in Canada are higher than those quoted.

Gold Seal CONGOLEUM ART-RUGS

VACATION TRIPS AND PLAY- GROUNDS—Continued

and Delaware Railroad, which climbs up into hills of a verdure and variety of contour unsurpassed. From the heart of the Catskills, at Stamford, the vacationist may radiate in divers directions to all points of New York State. Perhaps the most attractive call of the road leads him from Stamford on to the lake region of the Empire State.

A tiny body of water as lakes go, a short distance from the Catskills' western slope, yet bigger than many larger ones in its romantic interest is Otsego, the "Glimmer-glass" of the beloved Fenimore Cooper, on whose shores still lives the spirit of the *Deerslayer*, *Natty Bumppo* and their immortal author.

Vacation attractions in the Central New York region, including the "Finger Lakes;" with their surroundings, Skaneateles, Owassco, Cayuga, Seneca (the largest), Keuka and Canandaigua, provide summer recreation for thousands who enjoy boating, fishing, fresh-water bathing, motoring and attractive scenery. As their very names suggest, these lakes lie in a region rich in Indian lore, tradition and historical association. Near Seneca is that remarkable grotto, now preserved by the State, Watkins' Glen, and nearby also are the famous Glen Springs, whose healing virtues are said to surpass those of European Nauheim.

Through Central New York a novel trip is promised. According to an announcement by State Superintendent of Public Works, Charles L. Cadle, passenger-boats will be operated through the entire length of the New York State Barge Canal this summer, thus reviving a method of travel which has not been in vogue since the early days of American transportation. The trips between Albany and Tonawanda will be leisurely ones, with numerous stops for sightseeing, including a side trip to Niagara Falls and Buffalo.

The idyllic beauty of Lake George and the majestic sweep of Lake Champlain have drawn summer residents and travelers to their islands and shores for many years. Both lakes lie on the ancient route from New York to the St. Lawrence, which includes between Albany and Lake George, New York's world-famous spa, Saratoga, and may be conveniently made a part of the present-day trip from the metropolis to Montreal. Besides the scenic attractions with which each body of water is blest, there are associations, historical and legendary which give added charm. As Max Reid says in his excellent depiction of the history and legend of these waterways in the "Lake George and Lake Champlain" (G. P. Putnam's Sons), "There is no spot on American soil that has witnessed more battles, small and great, battles that were full of significance for two continents,

than the narrow shores of these lakes." On both lakes there still remain many relics of these early days of conflict of intense interest to those who are stirred by the romance and battle of our early history.

The rail and boat schedules are so arranged that a morning train may be taken from Albany over the Delaware and Hudson System, connecting with steamers making the through trip over each lake.

"Despite all modern conveniences, the Adirondack wilderness remains," says T. Morris Longstreth in his excellent depiction of the scenery and spirit of the North Woods in his recent book "The Adirondacks" (Century Company). "Despite the upholstered car, the thermos flask, the automatic fusillader, the mountains furnish humble pleasures that can never be exhausted."

Speaking more particularly of the great Adirondack State Park which includes all the worth-while scenery of the central mountain region: "There are 600 miles of lake line to choose your camp site from. There are about 1,450 lakes and ponds, and nobody knows how many hills and mountains in the Park. You have about 4,000,000 acres to roam over within limits, and the average altitude is about 2,000 feet, high enough for a change, not high enough to over-exhilarate. You have about 16 rivers to paddle on and thousands of little streams to fish in. There are about 50,000 deer to watch, and you won't be shot while watching them, for the law requires the hunter to see horns three inches long before he shoots. The woodcock, pheasants, ducks, quail are increasing. There are about forty kinds of quadrupeds you can set your restless children to observing; and when they know all those, there are a hundred varieties of birds. There are hundreds of miles of excellent motor road and dozens of good hotels; yet there are places still inaccessible except to those who are willing to undergo much toil for much pleasure. There are three great routes, each over a hundred miles long, two of them for canoe, that will prove the extent, the wildness, and the beauty of this Park which it is your privilege to enjoy.

"Whether it be lakes, rivers, shadowy valleys or majestic peaks that appeal to the vacationist, the Adirondacks are satisfying. The Fulton Chain, Raquette, Blue Mountain, Tupper, Saranac, Placid, Cranberry, St. Regis and Chateaugay are among our loveliest inland waters. The Keene Valley, Wilmington Notch, Avalanche Pass, and Ausable are rich in picturesque charm. Tahawus, McIntyre and Whiteface are not of enormous elevation but eminently impressive, and then there are those leaping rivers and streams, the young Hudson, the Ausable and Saranac and scores of others, a delight to the angler."

The Adirondack region is surrounded by two rail systems, the Delaware and Hudson and New York Central. The former reaches the gateways at North Creek, Lake George, Ticonderoga, Port Henry, Westport, Port Kent, Plattsburg and Chateaugay, Saranac and Lake Placid. The latter provides access with Northville in the Southern Adirondacks through connections at Fonda, and via its divisions from Herkimer or Utica to Old Forge,

Racquette Lake, Tupper Lake, Saranac, Placid and St. Regis Lakes.

SELECTED BOOKS ON N. Y. STATE RESORTS
The Adirondacks, T. M. Longstreth, The Century Co., \$3.50.
The Catskills, T. M. Longstreth, The Century Co., \$3.50.
A History of the Adirondacks, Alfred L. Donaldson, The Century Co., \$10.00.
Loafing Down Long Island, Charles Hanson Towne, The Century Co., \$2.50.
A Loiterer in New York, Helen W. Henderson, Geo. H. Doran Co., \$5.00.
Picturesque Hudson, Clifton Johnson, The Macmillan Co., \$2.50.
The Hudson River, Edward M. Bacon, G. P. Putnam's Sons, \$5.00.
Niagara River, A. B. Hulbert, G. P. Putnam's Sons, \$5.00.
Mohawk Valley, W. Max Reid, G. P. Putnam's Sons, \$5.00.
Old Roads from the Heart of New York, Sarah Comstock, G. P. Putnam's Sons, \$3.50.

VALLEYS AND SUMMITS OF THE ALLEGHANIES

It is a long flight from Mt. Pocono to "The Land of the Sky" in western North Carolina, yet all along this sweep of the Alleghanies and their neighboring ranges are summer playgrounds of many and varied attractions.

John W. Harshberger, Ph.D., says in the Geographical Society of Philadelphia Bulletin: "No region in eastern Pennsylvania has greater natural beauty and a wider diversity of national features than the elevated Pocono Plateau, which attracts a larger class of nature lovers each year. Topographically, the table-land is elevated 2,000 feet above sea level . . . the plateau is threaded by numerous water courses, which cut deeper and deeper into the geologic formations, as the edge of the table-land is approached, until one stands at a place where deep mountain valleys lie between high mountain ranges with the long almost gapless Kittatinny Mountain range in the hazy distance."

The huge mountain gorges at The Delaware Water Gap, Mauch Chunk and White Haven have been long in favor among summer vacationists.

Continuing south we come to valleys and mountains of great charm. Says Horace Kephart in "Our Southern Highlanders" (Outing Publishing Co.), "South of the Potomac the Blue Ridge is a narrow rampart rising abruptly from the east, one or two thousand feet above its base, and descending sharply to the Shenandoah Valley on the west. These mountains, from the Potomac through to the Tennessee border, consist of a multitude of narrow ridges with steep escarpment on both sides . . . and deep, slender dales.

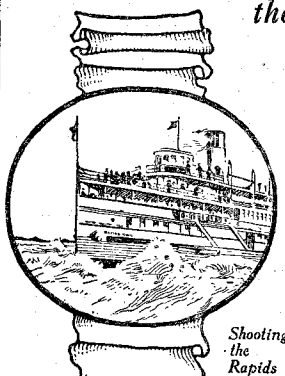
"In Southwestern Virginia the Blue Ridge and the Alleghanies coalesce, but soon spread apart again, the Blue Ridge retaining its name, as well as its general character, altho much loftier and more massive than in the north."

Parts of this region offer many attractions for horseback or camping trips. To continue from Mr. Kephart's description:

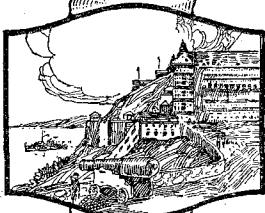
"The back country [western North Carolina] is rough. No boat nor canoe can stem its brawling waters . . . here is a land of lumber wagons, and saddle-

Spend Your Vacation In the Land of Jacques Cartier

Here are Thrills—Here is Romance and Adventure—that Will Take You Back to the Days of French Occupation.



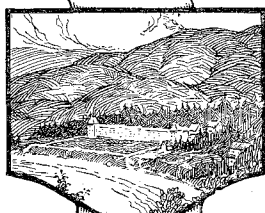
Shooting
the
Rapids



Landing
at Old
Quebec



Ste. Anne
de Beaupré



Resting
awhile at
Tadoussac



The
Glorious
Saguenay—
River of
Mystery

THIS year pack your vacation with interest and variety. Here, indeed, are thrills and adventure; an everchanging panorama of charm and beauty on the trip from "Niagara to the Sea."

Breasting the waves on Lake Ontario's broad expanse; threading your way through the Thousand Islands of the historic St. Lawrence River; shooting the Rapids the dusky red men descended in their bark canoes.

You stop at Montreal; then Quebec, where an hour's trolley trip will take you to the miracle-working shrine of Ste. Anne de Beaupré; then Montmorency Falls, 100 feet higher than Niagara.

From Quebec you continue your voyage down the majestic St. Lawrence towards the Sea, stopping at beautiful Murray Bay; then Tadoussac, at the foot of the Laurentian Mountains, where you begin your journey up the far-famed Saguenay, with its stupendous capes, "Trinity" and "Eternity," above which the wheeling eagle is but a speck against the blue.

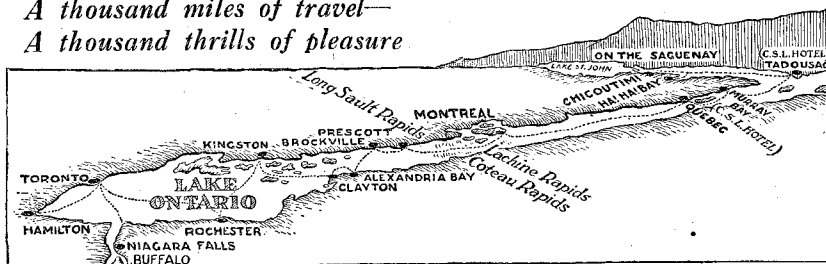
Throughout the trip history unfolds a story rich in memories of the past. Romantic scenes remind you of the heroes of a bygone age.

Can you afford to spend your whole vacation in any one place when such rich entertainment is within your reach?

Send 2c stamp for illustrated booklet, map and guide, "Niagara to the Sea," including rates, etc., to John F. Pierce, Passenger Traffic Manager, Canada Steamship Lines, Ltd., 115 C.S.L. Building, Montreal, Canada.

CANADA STEAMSHIP LINES

*A thousand miles of travel—
A thousand thrills of pleasure*



VACATION TRIPS AND PLAY- GROUNDS—Continued

bags, and shakily little sleds that are dragged over the bare ground by harnessed steeds. . .

In the Virginias are those famous resorts among the oldest in our country, Virginia Hot Springs and White Sulphur Springs. Mr. William Alexander MacCorkle says in his book, "The White Sulphur Springs" [West Virginia] (Neale Publishing Co.), "here is a land of surpassing mountains, sweet pastoral scenes, waving grass, beautiful streams, azure skies, a land studded with marvelous elms; a land of soul-touching beauty."

In western North Carolina is that high altitude region designated "The Land of the Sky" of which Asheville is headquarters.

In the book, "Western North Carolina" (A. L. Chatterton Pub. Co.), H. P. Gatchell, M. D., says, "No other spot combines so fine a climate, an air so pure and invigorating and scenery so charming and picturesque."

"Between the Blue Ridge and the Great Smoky Mountains," says John T. Faris in his "Seeing the Sunny South" (J. B. Lippincott), "is a labyrinth of brawling brooks and leaping rivers that come from the springs on the mountain-side, flow restlessly along valleys and forges, and force their way through rocky barriers in titanic gaps."

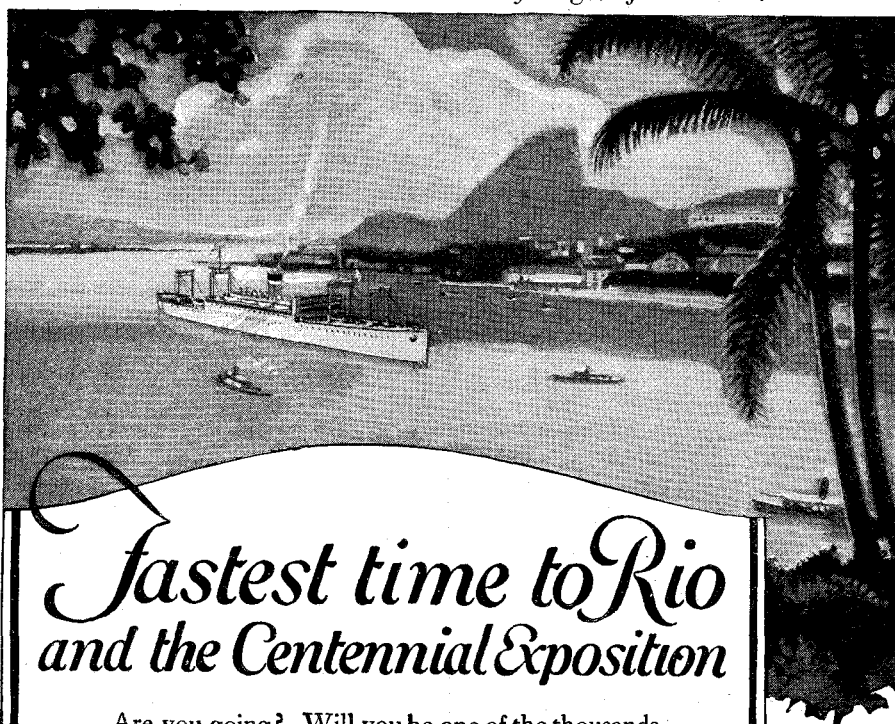
It is impossible here to describe all of the summer playgrounds within the great Alleghany System or the many routes which reach them. Mt. Pocono, the Delaware Water Gap and their environs are on the Lackawanna Railroad. Maunch Chunk is reached by the Lehigh Valley and the Central Railroad of New Jersey. Mt. Gretna, Pa., is on the Pennsylvania System. Blue Ridge Summit on the Western Maryland; Berkeley Springs on the Baltimore & Ohio; Virginia Hot Springs and White Sulphur Springs on the Chesapeake & Ohio; and Asheville gateway to the western North Carolina Mountain regions on the Southern Railway System.

COASTWISE TRIPS, SHORT OR LONG

For those who are unable, or do not care to cross the ocean, yet who enjoy salt-water trips, there is a selection of routes along both coasts offering an attractive variety of voyages. These range from overnight sails between such ports as New York and Boston, or San Francisco and Los Angeles to a five-day one-way cruise from New York to Quebec or twelve days for the round trip, a twelve-day cruise to Newfoundland and return, or a sixteen-day cruise to the Caribbean, or a month's voyage from New York to San Francisco via the Panama Canal. Summer trips on the southbound passenger-ships are becoming more and more popular. Rates are, in some instances, less than in winter, and when one considers that in the summer months the temperature averages approximately the same as in the winter, and there is freedom from humidity and hot winds experienced in the United States, these summer voyages in southern seas are really delightful. Wind movements during the summer are almost continuous and during sightseeing trips ashore the Caribbean "Doctor," as the daily trade wind is called, insures comfort. A complete table of routes is given on the next page.

ATLANTIC COASTWISE AND
SOUTHWARD ROUTES

Ports	Lines
Baltimore and Norfolk	Chesapeake S. S. Company
Baltimore and Norfolk	Baltimore Steam Packet
Boston and Yarmouth, N. S.	Boston & Yarmouth S. S. Co.
Boston, Eastport, Lubee, St. John, N. B.	International Line
Boston and Bangor	Eastern S. S. Co.
Boston and Portland	Eastern S. S. Co.
Boston, Bath, Kennebec River and Boothbay	Kennebec Navigation Co.
Boston, Providence, Philadelphia, Norfolk, Baltimore, Savannah and Jacksonville	Merchants & Miners Transportation Company
Key West and Havana	Peninsular & Occidental S. S. United Fruit Company
New Orleans, Havana and Canal Zone	Southern Pacific S. S. Line
New Orleans and Havana	Eastern S. S. Co.
New York and Boston	Red Cross Line
New York, Halifax, N. S., and St. Johns, N. F.	Fall River Line
New York, Newport, Fall River and Boston	New Bedford Line
New York and New Bedford (connection for Marthas Vineyard and Nantucket)	Colonial and Bay State Lines
New York and Providence	New London (Norwich) Line
New York and New London	Old Dominion Transp. Co.
New York and Norfolk	Clyde Line
New York, Charleston, Jacksonville	Savannah Line
New York and Savannah	Furness Bermuda Line
New York and Bermuda	Ward Line
New York, Nassau, Havana and Mex. Ports	Munson Line
New York, Nassau, and Antilla, Cuba	Booth Line
New York, Barbadoes, Rio and Santos	Munson Line
New York, Rio de Janeiro, Montevideo and Buenos Aires	Lloyd Brasileiro Line
New York, Pernambuco, Bahia, Rio and Santos	Lamport & Holt Line
New York, Rio de Janeiro, Montevideo and Buenos Aires	Trinidad Line
New York, Grenada, Trinidad, Demerara	United Fruit Company
New York, Cuba, Canal Zone and Costa Rica	United Fruit Company
New York, Jamaica, Canal Zone, Colombia	United Fruit Company
New York, Cuba, Jamaica, British Honduras, Guatemala, Honduras	N. Y. & Porto Rico S. S. Co.
New York and San Juan, Porto Rico	Atlantic Fruit Company
New York and Porto Rico	Mallory Line
New York, Key West and Galveston	Red D. Line
New York, Porto Rico, Curacao, Venezuela	Southern Pacific S. S. Line
New York and New Orleans	Grace Line
New York, Panama, Peru and Chile	Pacific Line
New York, Panama, Peru and Chile	Panama Line
New York, Haiti and Panama Canal Zone	Quebec S. S. Company
New York, Virgin Islands, British and French West Indies, Demerara, South Am.	Furness Bermuda Line
New York, Halifax, N. S. and Quebec	Pacific Mail S. S. Company
New York, Panama, Los Angeles, San Francisco	Peninsular & Occidental S. S. Eastern S. S. Co.
Port Tampa, Key West, Havana	N. & W. S. b't Co.
Rockland to Bar Harbor, Washington and Norfolk	



Fastest time to Rio and the Centennial Exposition

Are you going? Will you be one of the thousands who will join in the gigantic world celebration of Brazil's 100th year as a Republic?

Every part of the world will be represented there, France, Great Britain, Italy, Belgium, and our own United States. They will all have exhibits there and will join in the study of the fast developing business opportunities of South America.

If you are going, write now and let your Government tell you of its swift new ships which have brought South America 5 to 7 days nearer. These new ships—21,000 ton oil-burners—owned by the U. S. Government, sail from New York fortnightly. Rio de Janeiro is now only 11 days from New York. Montevideo and Buenos Aires are but a few days beyond. South America's treasure chest of pleasure and business opportunities is brought almost to your door.

These splendid new ships are operated for the U. S. Government by the Munson Steamship Lines with 50 years of successful steamship experience.

They are among the finest ships afloat, with spacious staterooms equipped with beds, not berths, electric fans, running water, bed reading lamps. Most have private baths.

For information regarding accommodations, address
The Munson Steamship Lines
67 Wall Street, New York City

Next sailings are:
S. S. American Legion . . . June 10th
S. S. Pan America . . . June 24th
S. S. Western World . . . July 8th
S. S. Southern Cross . . . July 22d
Fortnightly thereafter

Write for Booklet

Your Government wishes the name of every prospective traveler. If you are considering an ocean voyage anywhere, send the information blank now—no matter when you intend to go. You will receive without cost the Government's booklet of authentic travel information and description of the U. S. Government ships.

INFORMATION BLANK
To U. S. Shipping Board
Information Desk A 241 Washington, D. C.

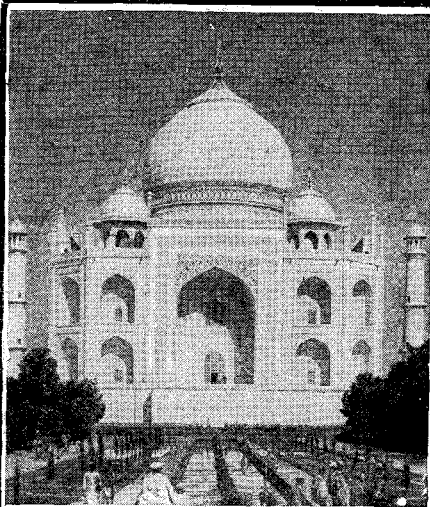
Please send without obligation the U. S. Government Booklet giving travel facts and also information regarding the U. S. Government ships. I am considering a trip to South America ☐ to Europe ☐ to The Orient ☐. I would travel 1st class ☐ 2d ☐ 3d ☐. Going alone ☐ with family ☐ with others ☐. I have definitely decided to go ☐ I am merely considering the trip ☐.

If I go date will be about _____
My Name _____
My Business or Profession _____
My Street No. or R. F. D. _____
Town _____ State _____

U. S. SHIPPING BOARD

Information Desk A 241

Washington, D. C.



The TAJ MAHAL, the Most Beautiful Building in the World, is only one of a thousand beautiful and historical places to be visited on the

CRUISE Around the World

Under the Management of the
Travel Department of the

**American Express
Company**

Sailing from New York,
November 21st, 1922

130 days—on the palatial new

S. S. Laconia
(Cunard) Oil burner

The *Laconia* is the largest and finest boat ever to go around the world—the first to make this Cruise since 1914. Every modern luxury of travel on sea and land. World renowned Cunard Service and Cuisine.

Long-to-be-remembered shore excursions at every port of call: Havana, Panama Canal, San Francisco, Hilo, Honolulu, Japan, China, Port Arthur, Tsing-Tao (Shantung), Formosa, the Philippines, Java, Burma, India, the Suez Canal, Palestine, Egypt, the Mediterranean and Europe. The *Laconia* party visits India and the tropical islands of the Orient in February—the coolest and most delightful month of the year.

Cost of the Cruise is little more than it will cost to stay at home. \$1500 and upwards, according to stateroom. Shore excursions included.

WRITE NOW FOR DETAILS
AND PRICES

**American Express
Travel Dept.**
65 Broadway New York

*Many other Tours Summer 1922
Wherever or whenever you travel always carry
American Express Travelers' Cheques.*



NATIONAL PARKS OF THE UNITED STATES

Name	Location	Nearest Rail Stations	Characteristics
Lafayette	Mt. Desert Island.	Mt. Desert Ferry, Maine Central Syst.	Forest-clad mountains, picturesque bays, superb seascapes.
Hot Springs	Central Arkansas.	Hot Springs, Rock Island & Missouri Pac. Systems.	46 medicinal springs, with a total flow of 800,000 gallons daily, with 20 bath-houses under public control.
Platt	Southern Oklahoma.	Sulphur, Okla. Santa Fe System and Frisco Lines.	Numerous sulfur and non-mineral springs in mountainous region of scenic attractions.
Sully's Hill	Northeastern North Dakota.	Devils' Lake, N. D., Great Northern R'y and Soo Line.	Region of forest and stream, south shore Devils' Lake, an important wild-animal preserve.
Wind Cave	In Black Hills Southwestern South Dakota.	Hot Springs, S. D., Burlington and Chicago & N'western routes.	Containing a cavern with miles of galleries and many chambers of marvelous natural formations.
Rocky Mountain	In the Rockies of north middle Colorado.	Boulder on Denver & Interurban and Colorado & Southern; Longmont, Burlington Route and Colo. & South.; Lyon's on Burlington; Loveland on Colo. & South.; Fort Collins on Union Pacific and Colo. & Southern.	In the heart of the Rockies, with peaks 11,000 to 14,000 feet, living glaciers, lakes, rivers and canyons.
Yellowstone	Wyoming, Montana and Idaho.	Gardiner Northern Pacific; Cody Burlington Route; West Yellowstone, Union Pacific.	Containing more geysers than in all the rest of the world combined, boiling springs, mud volcanoes, petrified forests, canyons, lakes, cataracts, forests teeming with wild life.
Glacier	Northwestern Montana.	Glacier Park Station and Belton, Mont., on Great Northern Railway.	A region of mountain grandeur with 250 glacier-fed lakes, 60 glaciers, precipices thousands of feet deep, innumerable streams, dense forests.
Mesa Verde	Southwestern Colorado.	Mancos, Colo. Denver & Rio Grande System.	Among America's most notable and best preserved prehistoric cliff dwellings.
Grand Canyon	North Central Arizona.	Grand Canyon Station Santa Fe System; North Rim motor stage from Lund, on Union Pacific.	The world's most sublime and awe-inspiring chasm, stupendous in proportions, magnificent in colorings, fascinating in its lights and shadows—a masterpiece of scenic wonder.
Zion	Southwestern Utah.	Lund, Utah, Union Pacific System.	A gorge of from 800 to 2,000 feet depth, its precipitous walls resplendent with brilliant colorings.
Sequoia	Middle Eastern California.	Exeter or Visalia, Cal., Santa Fe and Southern Pacific.	The Big Tree National Park—12,000 Sequoias more than 10 feet in diameter, some 25 to 35 feet.
General Grant	Middle Eastern California.	Fresno, Sanger, or Visalia Santa Fe or South. Pacific.	Created to preserve the giant tree "General Grant," 35 feet in diameter, and many other forest monarchs.
Yosemite	Middle Eastern California.	Merced on Southern Pacific and Santa Fe Systems, thence to El Portal.	A valley of surpassing scenic beauty with lofty cliffs, towering waterfalls, crystalline lakes, groves of big trees.
Lassen	Northern California.	Red Bluff, Cal. on Southern Pacific.	Contains Mt. Lassen, 10,465 feet, only active volcano in the United States proper.
Crater Lake	Southern Oregon.	Medford or Klamath Falls, Ore., Southern Pacific.	An opalescent lake, walled by snow-capped mountains, filling a prehistoric crater.
Mt. Rainier	West Central Washington.	Ashford on Chicago, Milwaukee & St. Paul.	From the great mountain radiate 28 glaciers, 48 square miles of these 50 to 500 feet thick. Sub-Alpine flora.
Mt. McKinley	South Central Alaska.	Mt. McKinley Park Station U. S. Alaska Railroad.	Three thousand square miles of untouched nature over which towers Mt. McKinley, highest American peak.
Hawaii	Hawaiian Islands.	Inter-island steamers from Honolulu.	Three separate areas including three world-famed volcanoes, Kilauea and Mauna Loa on the island of Hawaii and Haleakala on the island of Maui. Kilauea is continuously active with spectacular molten lava lakes; Mauna Loa is largest active volcano in the world; Haleakala has probably largest of all known craters.

SOME TRANSCONTINENTAL AND INTERMEDIATE ROUTES

Showing the direct and some of the more important of many combination routes with a few of their leading scenic attractions.

Outline Map	Route	Scenic Attractions, etc.
	Canadian National-Grand Trunk Route (coast to coast by this system).	From the forests of New Brunswick to the St. Lawrence River, Ontario lakes region, across Canadian prairies to the Canadian Rockies, Jasper and Mt. Robson Parks, to Vancouver.
	Canadian Pacific Route (coast to coast by this system).	From the Maritime Provinces to the Ottawa River, Shores of Lake Superior, Canadian Wheat Lands, through the Canadian Rockies and the Lake Region of British Columbia to Vancouver.
	Chicago, Milwaukee & St. Paul Route (Chicago to Pacific Northwest by this system).	Includes Upper Mississippi Valley, prairies of Minnesota and South Dakota, Saw Tooth, Bitter Root and Cascade mountain ranges, Mt. Rainier National Park, 649 miles electrically operated.
	Burlington - Great Northern Route, St. Louis or Chicago to Pacific Northwest via Burlington to St. Paul or Billings.	Along the Upper Mississippi Valley through Minnesota Lake region, Northern Rocky Mountains, direct rail gateway to Glacier National Park, over Cascades to Seattle, Tacoma, Portland.
	Burlington-Northern Pacific Routes, St. Louis, Kansas City or Chicago to National Parks and Pacific Northwest.	Burlington Route to St. Paul or Billings, thence Northern Pacific to Yellowstone Park and Pacific Northwest or Burlington direct to Denver (side-trips to Colorado Springs, Rocky Mountain and Yellowstone Parks).
	Overland Route connecting with Union Pacific System to Pacific N. W.; Ogden Route to San Francisco; Salt Lake Route to Los Angeles.	Chicago & Northwestern to Omaha; Union Pacific to Pacific N. W. (Yellowstone side-trip) or Union Pacific to Ogden, thence Southern Pacific to California (Lake Tahoe side-trip); or Union Pacific to Los Angeles.
	Rio-Grande-Feather River Canyon Route (Denver & Rio Grande Western and Western Pacific Railroads).	Pike's Peak region of the Rockies, Salt Lake and Feather River Canyon (Mesa Verde National Park). Connections at Denver with Burlington, Rock Island and Missouri Pacific.
	Santa Fé Route from Chicago to California (Santa Fé System through-out).	Along historic Santa Fé Trail, City of Santa Fé and environs to Los Angeles, including Petrified Forest, Grand Canyon National Park, Sequoia and General Grant Parks - Yosemite, San Francisco.
	Rock Island-El Paso Route to California and Rock Island Route direct to Rockies.	Chicago, St. Louis or Memphis, Rock Island System, El Paso Southwestern and Southern Pacific, to San Diego, Los Angeles, San Francisco; also Rock Island System direct to Denver, Colorado Springs.
	Sunset Route from New Orleans (direct steamships from New York) to California and Pacific N. W.; Southern Pacific System.	Spanish America, Apache Trail and Roosevelt Dam, Carisso Gorge, Sequoia and General Grant Parks, Yosemite Valley, connecting with Shasta Route for Pacific Northwest.

Elto
Light Twin Outboard Motor

OLE EVINRUDE'S LATEST MOTOR

Sportsmen Everywhere Are Talking About It

The Elto Light Twin is causing a big stir in the outdoor world. It is even a bigger sensation than Ole Evinrude's first outboard motor built 14 years ago.

Sportsmen everywhere are talking about the Elto. They had looked to the "Father of the Detachable Motor" for a highly developed motor of this type and they welcome this great advance in the industry with genuine enthusiasm. From all parts of America and foreign shores, letters are coming to Ole Evinrude's new organization highly commending the Elto Light Twin for its original and practical features.

Advanced Design

The Elto is a twin-cylinder and develops full 3 H. P., yet it weighs only 48 pounds. It is a rugged, long-life motor, built thorough with extreme precision.

Other notable Elto features are its quick, easy starting, vibrationless running, automatic tilting, folding rudder, comfortable steering from any part of boat, perfect trolling speed, quiet underwater exhaust, oil-tight gear housing. The Elto is the utmost in outboard motor beauty and utility. Its many distinctive features are quickly winning recognition for it is the outboard motor masterpiece.

Write Ole Evinrude's new organization for descriptive literature and name of the Elto dealer nearest you. Dealers: Write today for outline of sales plan.

Elto Outboard Motor Co.
OLE EVINRUDE, Pres.
Dept. S., : Mrs. Home Building, Milwaukee

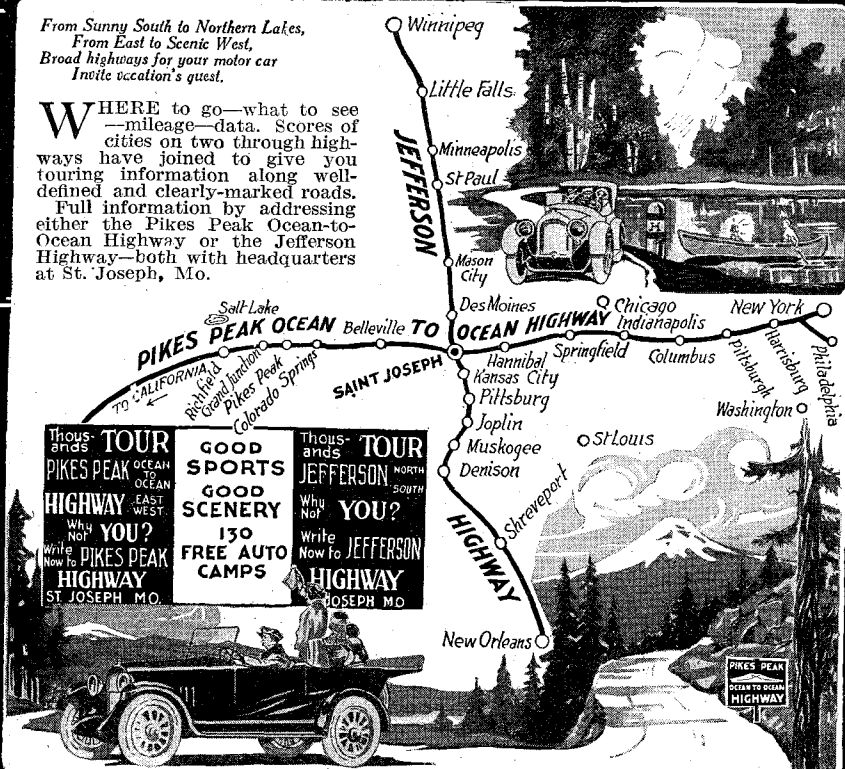
Pikes Peak and Jefferson Highways

PIKES PEAK
OCEAN TO OCEAN
HIGHWAY

JH

From Sunny South to Northern Lakes,
From East to Scenic West,
Broad highways for your motor car
Invite vacation's quest.

WHERE to go—what to see—mileage—data. Scores of cities on two through highways have joined to give you touring information along well-defined and clearly-marked roads. Full information by addressing either the Pikes Peak Ocean-to-Ocean Highway or the Jefferson Highway—both with headquarters at St. Joseph, Mo.



TOUR
PIKES PEAK
OCEAN TO OCEAN
HIGHWAY
EAST WEST
WHY NOT
Write Now to
PIKES PEAK
HIGHWAY
ST. JOSEPH, MO.

GOOD SPORTS
GOOD SCENERY
130 FREE AUTO CAMPS
WHY NOT
Write Now to
JEFFERSON
HIGHWAY
ST. JOSEPH, MO.

In the Land of Indian Legend

Get out into the Indian country. You will find traces of red-skins far more thrilling than the tales of Hiawatha. Westward from the field of Custer's last battle, through Montana, Idaho and along the Columbia River Highway, are interesting reminiscences.

Northern Pacific Ry.

"2000 Miles of Startling Beauty"

is the route of history. Again and again do the tracks cross the old Lewis and Clark Trail, following it at times hundreds of miles. Three Forks of the Missouri, Bitter Root Valley, Clark Fork River and many other points on the main line of the Northern Pacific, play a permanent part in the story of the wonderful first Expedition through the Northwest in 1804-06.

\$86 Round Trip—Chicago to North Pacific Coast

Go fishing in the deep lakes of Idaho and Montana. Climb snow-covered Mount Rainier. Camp out in Paradise Park. Get off the beaten track, see places of special historic or scenic interest. Enjoy Puget Sound and Lake Washington.



From Chicago — North Coast Limited — All-Steel Through Train

Stop at Yellowstone Park

Write for free books—as fascinating as fiction.

A. B. Smith, Passenger Traffic Mgr., St. Paul, Minn.

VACATION TRIPS AND PLAY-GROUNDS—Continued

TRIPS ON THE GREAT LAKES

Speaking of our inland fresh water seas, Frederick A. Talbot in his "Steamship Conquest of the World" (J. B. Lippincott Co.) says:

"A cruise around these Great Lakes has developed into as popular a holiday among Americans and Canadians as a trip to the fjords of Norway or the Mediterranean is among Europeans, while many transcontinental travelers welcome two days on these waters as a pleasant interlude to the 4,000 miles of railway ride from the Atlantic to the Pacific seaboard."

Along their shores are many delightful vacation centers and points of unusual interest. There is Cleveland, one of the handsomest of American cities; Detroit with its waterside parks and huge motor factories; the island labyrinth of Georgian Bay; Mackinac with its scenic and historical charm; the great locks at Sault Ste. Marie; scores of resorts along both shores of Lake Michigan and Lake Superior. A table of Great Lakes Routes is given elsewhere.

SELECTED BOOKS ON GREAT LAKES REGION

Sketches in Duneland, Earl H. Reed, Dodd, Mead & Co., \$3.00.
Tales of a Vanishing River, Earl H. Reed, Dodd, Mead & Co., \$4.00.
The Sand Dunes of Indiana, E. Stillman Bailey, A. C. McClurg & Co., \$2.50.
A Naturalist in the Great Lakes Region, E. R. Downing, Univ. of Chicago Press, \$3.50.
Chicago and Old Northwest, Milo Quail, Univ. of Chicago Press, \$4.00.

MINNESOTA'S SPORTSMEN'S ELYSIUM

Easily accessible for week-end trips from Chicago are a series of lake resorts in Wisconsin much in favor with residents of the Middle West. Boating, bathing and fishing are enjoyed at such popular resorts as Geneva Lake, Lake Winnebago, Fox Lake, Green Lake, Zurich, Mendota, Beaver and a multitude of smaller ones.

If we continue, however, farther northwest to St. Paul or Duluth, we find east and north of the Mississippi Valley the labyrinth of lakes, lakelets and intersecting waters which are designated as the Ten Thousand Lakes of Minnesota, an elysium for the canoeist, camper and fisherman who delights in leaving the beaten paths.

"It is a real wilderness," writes the editor of *Outing Magazine*; "make no mistake about that. If solitude is your key to happiness you can travel for days without seeing another human face or coming within sound of a locomotive whistle. You can be as strenuous or as lazy as you like—work twelve hours a day or loaf and invite your soul. And all around will spread the serene difference and peace of the North Woods."

The main points of entry are by way of Duluth or St. Paul. Details of the above routes with fish and game regulations and special advice to campers should be obtained from the Minnesota Land and Lake Attractions Board of St. Paul.

LAKE SAILINGS

	<i>Lines</i>
Toronto; Rochester, Thousand Islands and St. Lawrence River points	Canada S. S. Lines Limited
Buffalo and Cleveland	Cleveland & Buffalo Transit Co.
Buffalo and Detroit	Detroit & Cleveland Navigation Co.
Buffalo, Cleveland, Detroit, Mackinac Island, Sault Ste Marie, Houghton and Duluth	Great Lakes Transit Corporation
Buffalo, Detroit, Mackinac Island and Chicago, returning via same ports and Parry Sound and Cleveland	Chicago, Duluth and Georgian Bay Transit Company
Cleveland, Cedar Point, Put-in-Bay, Toledo and Detroit	Cleveland & Buffalo Transit Co. and Detroit & Cleveland Nav. Co.
Toledo, Sugar Island Park, Detroit and Port Huron	White Star Line
Detroit, Put-in-Bay, Lakeside, Sandusky	Ashley & Dustin Line
Port McNicoll, Owen Sound, Sault Ste Marie, Port Arthur and Fort William	Canadian Pacific Great Lakes Service
Penetang, Georgian Bay and Parry Sound	Northern Navigation Co.
Duluth, Ft. William and Washington Harbor; Duluth and Cornucopia; Owen Sound and Sault Ste Marie; Owen Sound and Michipicoten Harbor	United States and Dominion Transportation Company
Detroit, Sarnia, Sault Ste Marie, Port Arthur and Duluth	Northern Navigation Co.
Mackinac Island, St. Ignace and Cheboygan; De Tour, Sault Ste Marie and intermediate ports; Mackinac Island and Les Cheneaux Route	Arnold Transit Company
Chicago, Grand Haven and Muskegon; Chicago and Michigan City; Chicago and White Hall; Chicago and Milwaukee; Chicago, Green Bay and Mackinac Island	Goodrich Transit Company
Chicago, Racine and Milwaukee	Chicago, Racine & Milwaukee Line
Chicago and Benton Harbor	Benton Transit Company
Chicago and South Haven	Chicago & South Haven S. S. Co.
Chicago, Holland and Saugatuck; Chicago, St. Joseph and Benton Harbor	Graham and Morton Transportation Co.
Chicago, Traverse City, Petoskey, Harbor Springs, St. Ignace, Mackinac Island and Sault Ste Marie	Michigan Transit Company
Chicago, Mackinac Island, Sault Ste Marie, Houghton and Duluth, returning via same ports and Parry Sound	Chicago, Duluth and Georgian Bay Transit Company
Milwaukee and Muskegon	Crosby Transportation Co.
Milwaukee, Ludington and Manistee	Pere Marquette Line Steamers



by Specially Chartered

CUNARD LINE NEW STEAMSHIP
"SAMARIA"
A CRUISE DE LUXE
Strictly Limited to 400 Guests
 Jan. 24th to May 31st, 1923. Sailing Eastward from New York

THIS magnificent Golden Jubilee Cruise will commemorate the 50th year since Thomas Cook, the founder of our organization, conducted his first party around the world.

For over four months our guests will travel amidst the wonderful sights and sites along the Seven Seas—a Cruise covering 30,000 miles.

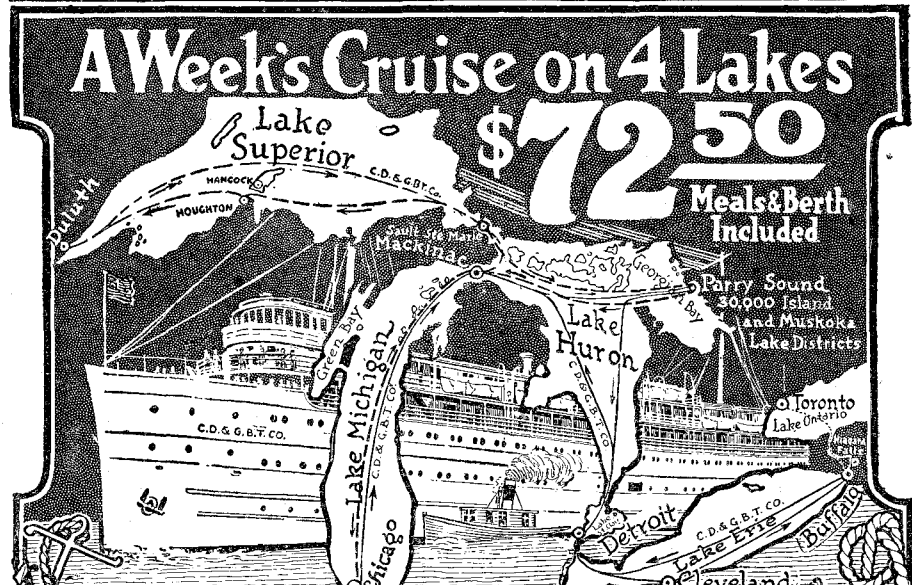
A superb itinerary embracing—Madeira, Gibraltar, Algiers, Naples, Port Said, Cairo and the Pyramids; Bombay, Ceylon, Calcutta, and other towns in India; Rangoon in Burma; Belawan in Sumatra; Batavia in Java; Singapore in the Straits; Saigon in French Indo-China; Manila, Hongkong, Canton, Macao, Shanghai; Nagasaki, Kobe, Yokohama; Honolulu and Waikiki; San Francisco, Balboa, Panama Canal and Cristobal.

Most attractive shore excursions and entertainment aboard. No crowding, no rushing, no confusion.

This will truly be an epic holiday of luxury, wonder and leisure.

Full Information and Literature on request

THOS. COOK & SON
 245 Broadway New York 561 Fifth Ave.
 BOSTON CHICAGO LOS ANGELES TORONTO
 PHILADELPHIA SAN FRANCISCO MONTREAL VANCOUVER



A Week's Cruise on 4 Lakes
\$72.50
 Meals & Berth Included

On the Great White Liners
North American & South American

Cruises Weekly from Chicago, Buffalo (Niagara Falls), Duluth, Detroit and Cleveland via Mackinac Isl., Georgian Bay (30,000 Is's) and Return
 Alluring Trips of Over 2,000 Miles With Ample Time at All Points of Interest to See the Sights

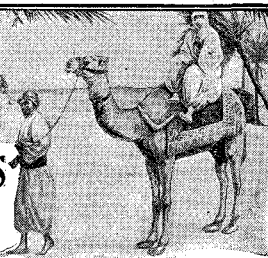
These magnificent steamers are equipped to give service equal to the best Atlantic Liners and furnish every modern comfort and convenience; Promenade and sun decks of unusual width; Large grand salons; Commodious lounging rooms; Inviting berths in elegant state rooms or beds in parlor rooms (all outside rooms); Kitchens all white enamel; Wonderful meals daintily served by waitresses neatly garbed in white; Uniform courtesy from bell boy to captain; Wireless and every device for safety of passengers.

A Week Full of Joyful Entertainment
 On every trip a socially gifted hostess introduces the passengers and arranges entertainments. Music and dancing in Ball Room and Roof Garden every evening except Sunday. Music by splendid Orchestra; Piano and Phonograph for use of those who are musical.

Radio-Phone Apparatus for long distance receiving. For the Children, Open Air Play Ground and Deck Games (carefully screened in)—all these are free. Tickets bearing rail routing between Chicago and Detroit, Cleveland or Buffalo honored for passage.

Call or Write for Pamphlet and Full Information
CHICAGO, DULUTH & GEORGIAN BAY TRANSIT COMPANY
 W. E. Brown, General Agent
 16 East Eagle Street, Buffalo, N. Y.
 W. H. Black, General Passenger Agent
 110 W. Adams St., Chicago, Ill.

THE LAKE TRIPS THAT HAVE NO EQUAL



FRANK'S
Cruise
De Luxe
to the
MEDITERRANEAN
By Magnificent New
Cunard S. S. "SCYTHIA"
Specially Chartered
Twin-Screw Turbine Oil-Burner, 21,500 Tons
Sailing Feb. 6, 1923, returning April 9, visiting
EGYPT
Madeira, Spain, Gibraltar,
Algiers, Sicily, Holy Land,
Turkey, Greece, Italy, Riviera,
Monte Carlo

The "Scythia" is a veritable floating palace, with spacious decks, lounges, veranda cafés, 2 elevators, commodious state-rooms with running water and large wardrobes; bedrooms and suites with private baths. The famous Cunard cuisine and service. (Only one sitting for meals.)

Free optional return passage at later date by any Cunard steamer from France or England. Rates, \$600 and up, including shore excursions and all expenses. Early reservations advisable.

Full information on request

FRANK TOURIST CO.
(Established 1875)
489 FIFTH AVE., NEW YORK
219 SOUTH 15TH ST., PHILADELPHIA

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.



Ford
CHEVROLET
OWNERS

True Amount
of Oil Right Be-
fore Your Eyes!

YOU can't afford to
go a day without it

Paul R. Vincent, Holyoke, Mass., says: "Your oil gauge has proven satisfactory in every way; it is easy of installation, it is accurate, and—the best point it gives you the assurance that your motor has the right amount of oil, at a glance. To one who has had to stop and watch the oil drip from a petcock it is a necessity, not an accessory."

Dr. F. R. Coe, Warner, N. Y., says: "It is worth three times the price you ask for it. It should be placed on every Ford car."

CARTER OIL GAUGE

fastens to instrument board or dash; connecting air tube with special elbow screws in place of lower petcock. Gauge indicates plainly amount of oil in crankcase—at all times, under all conditions. No oil passes through tube or gauge. No moving parts, floats, corks or plungers. Cannot get out of order. Soon pays for itself in oil saved.

If your dealer can't supply, use coupon—money back if not satisfied.
JOBBER AND DEALERS—Write for Discounts and Sales Helps.

----- Use This Coupon For Order -----
CARTER MOTOR ACCESSORIES,
386 Pearl St., Buffalo, N. Y.

Enclosed find (check) (money order)
for \$..... Ship prepaid
..... (no. or doz.)—Ford Type
..... (no. or doz.)—Chevrolet Type

Name.....

Street.....

City.....

Dealer's Name.....

(If coupon is used by Dealer, shipment will be sent C.O.D. with free advertising literature; free demonstrator stand shipped with order for 1 dozen or more.)
From Literary Digest

VACATION TRIPS AND PLAY- GROUNDS—Continued

THE COLORADO AND NORTHERN ROCKIES

Of the Colorado Rocky Mountain region, which is within easy access from Denver and Colorado Springs and the northern part of the same range intersected by the northern transcontinental railways, the late Lord Bryce, in probably his last writing, appearing in a recent issue of *The National Geographic Magazine*, says:

The Colorado Rockies have one feature of unsurpassed grandeur. What the hills do not give is given by the valleys. The deep and extremely narrow ravines which intersect the mountains, enclosed by precipitous walls thousands of feet high, with nothing at the bottom but a roaring stream and sometimes a road, or a railway carried on a shelf cut out of the face of the precipice—these have sometimes a grandeur and sometimes a picturesque variety of views up and down the winding glen unsurpassed in any part of the Western Hemisphere.

The so-called Royal Gorge of the Arkansas River, just where it issues from the mountains west of Pueblo, is perhaps the most tremendous in the sternness of its crags and pinnacles, but there are others hardly less wildly grand.

North of Colorado the range of the Rockies sinks, but some high peaks occur in northwestern Wyoming, and the scenery of the Yellowstone Lake and Yellowstone Canyon, with its splendid waterfalls, as well as that of the Geyser Basins, is extremely interesting.

Still further north, on the frontier line between the State of Montana and Canada, lies a district of great beauty, with snow-covered peaks, occasionally bearing small glaciers and picturesque lakes filling some of the valleys. Here the creation of a national park has happily provided for the preservation both of the scenery and of the wild animals.

From this point, where the Canadian Rockies begin, the tourist finds plenty of fine scenery for hundreds of miles to the north.

SELECTED BOOKS ON THE ROCKY MOUNTAIN REGIONS

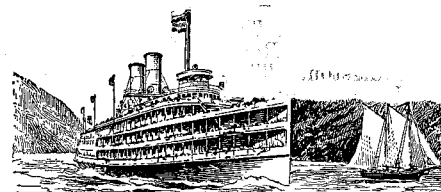
History of Rocky Mountain Exploration, R. G. Thwaites, D. Appleton & Co., \$2.00.
Highways and Byways of Rocky Mountains, Clifton Johnson, The Macmillan Co., \$2.75.
Colorado: the Queen Jewel of the Rockies, Mae Lacy Baggs, The Page Co., \$6.00.
Hunting in High Altitudes, G. B. Grinnell and Theodore Roosevelt, Harper & Bros., \$3.00.

IN THE SIERRAS AND THEIR PICTURESQUE VALLEYS

Quoting again from Viscount Bryce's article referred to in the foregoing:

From the Rockies let us turn westward across the Great American Desert to the parallel range of the Sierra Nevada in California. As its name conveys, it carries perpetual snow, but not enough snow to support glaciers, tho these may be found in its prolongation into Oregon and Washington, where it bears the name of the Cascade Range.

The canyons, however, are of extraordinary beauty, sometimes, as in the Yosemite Valley and the Kings River Canyon, presenting forms of singular grandeur. It would be hard to find anywhere scenery more perfect.



Hudson River by Daylight

DON'T miss it this year!—the most delightful inland water trip on the American continent. Inspiring views of lofty headlands; beautiful shore vistas; points of historic interest. A new thrill at every turn. And the chance to speed over cool, sparkling waters on one of the famous fleet of five

PALATIAL DAY LINE STEAMERS
"Washington Irving" "Hendrick Hudson"
"Robert Fulton" "Albany"
"De Witt Clinton"

Daily and Sunday service between New York and Albany; also One-Day Outings. Ideal route to vacation points North and West. Rail tickets accepted. New York to Albany and Albany to New York. Season to October 22.

Hudson River Day Line
Desbrosses Street Pier New York

In England—

do as England does! Ask for Transportation via London & North Western Railway when visiting the Universities, Washington's, Shakespeare's, and Burns's Country; North Wales, The English, Scottish, and Irish Lakes.

Travel by the ROYAL WEST COAST ROUTE to Scotland.

The
Charm of England

Other attractive literature and full information free on application.

John Fairman, Agent,
London & North Western Railway,
200 D Fifth Avenue, New York

Distinctive Sight Seeing

**ROYAL
BLUE LINE
MOTOR TOURS**

BOSTON · NEW YORK · WASHINGTON
PHILADELPHIA · CHICAGO · HAVANA

Superior Cars, Superior Service
The only way - Interesting - Economical

Maps and Guides free at Tourist Agents
or mailed 2¢ for each city. Address

ROYAL BLUE LINE, Boston, Mass.

SAVO FLOWER AND PLANT BOX



Self-Watering and Sub-irrigating. For Windows, Porches, Sun Parlors, Etc.

You can move Savo Steel Boxes indoors or out and have beautiful Flowers and Plants the year round. Leak-proof and rust-proof. Six sizes. Write for Free Catalog.

SAVO MFG. CO., Dept. "L," 111 W. Monroe St., Chicago

CALIFORNIA IN SUMMER

Probably will ever be
 Ports the transcontinental
 Lewiston and Parks, National Mon-
 Toronto, wonders of mountain
 Kingston his interest en route,
 but like the pioneers of old the magnet of
 the Golden State draws him on to the very
 shores of the Pacific.

It is only to those who have never visited
 California that her playgrounds are re-
 garded as seasonal. Indeed, as Charles
 Francis Saunders says in his "Finding the
 Worth While in California":

"Among the permanent residents it is
 a moot question whether winter or summer
 in California is the more agreeable season.
 Each has its good points, but a great deal
 depends upon the part of the State one is
 talking about. Relation to the sea is an
 important factor. The ocean exerts a
 modifying effect upon the temperature
 wherever its influences reach, and such
 sections are on the whole the pleasantest at
 all seasons."

And as another writer on the same sub-
 ject says: "For fifty summers Californians
 who live by the sea have gone to the moun-
 tains and those in the interior have mi-
 grated to the sea."

Again quoting Mr. Saunders,

"Even during the summer months,
 tourists will do well to keep a light wrap
 at hand, particularly at the beaches, where
 a strong wind from the sea is a regular
 afternoon occurrence."

With its wide range of latitude and its
 altitude varying from sea level to snow-
 capped peaks of fourteen thousand feet, the
 playgrounds of California are among the
 most varied in America. From the moun-
 tain forest of the Yosemite Valley, to the
 orchard-lined valleys of the south central
 regions and the broad sea beaches of the
 coast-line, there is nowhere monotony.

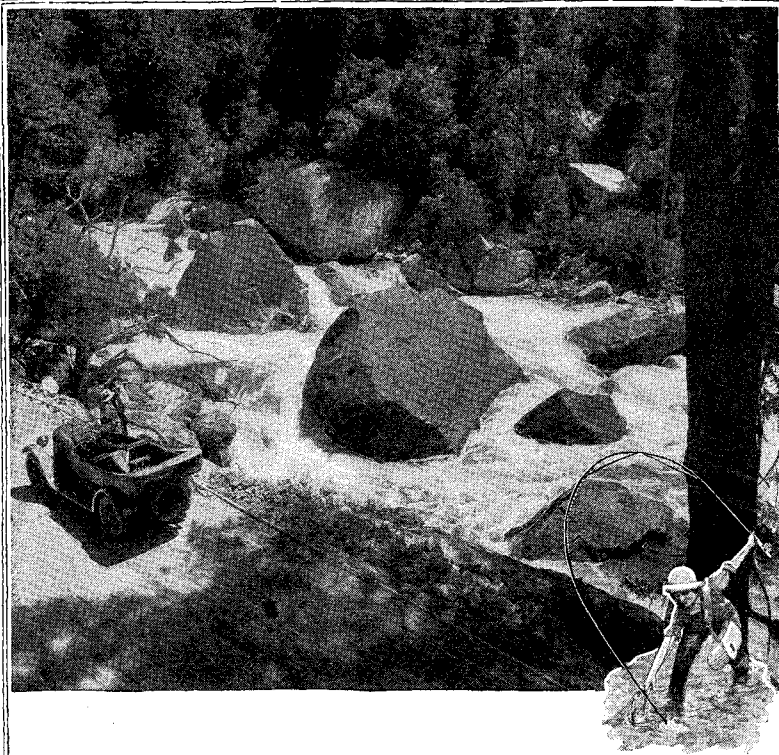
The National Parks within California,
 Yosemite, Lassen, Sequoia and General
 Grant, described briefly in the table else-
 where, are among the most interesting and
 unusual of our public reservations.

Then there are those monuments of
 historic interest, the ancient missions, visits
 to which lend charm to the California trip.

Along the coast stretches the vast Pacific
 Riviera with its world-famous ocean
 beaches, Coronado and Santa Monica,
 and scores of others with that famous
 chain of oceanside towns, including Santa
 Barbara, Carmel and Monterey. There
 is Santa Catalina Island, a short sail off-
 shore from Los Angeles Harbor, a favorite
 trip with California tourists.

Then there are those cities unlike any
 others, San Diego with its Spanish "old
 town," Los Angeles, "the tourist capital,"
 and cosmopolitan San Francisco where
 the ships and races of the world meet.

These are only the most fragmentary
 hints of the riches California possesses for
 the summer tourist, attractions that make
 California an essential in the Western
 itinerary. For books on California, see
 page 71.



A Strange Idea for a summer trip

By AN EASTERNER

"See a new country, a wonderland
 of summer. Get a complete change
 of scene (often the most valuable
 part of a vacation)."

"Be entirely absorbed and self-
 forgetful. Come back a new man."

That was the advice of my physi-
 cian seven years ago when I felt in
 need of real rest and recreation. And
 then he said what I thought a
 strange thing at the time—"Go to
 Southern California this summer."

"What!—from one warm place to
 a warmer?"

"You don't know California in the
 summer," he replied. "It's cool
 there."

And then he showed me these U.
 S. Weather Bureau figures:

Average mean temperature for Southern Cali-
 fornia: June, 66 degrees; July, 70 de-
 grees; August, 71 degrees; September, 69
 degrees.—The 44-year record of the U.
 S. Weather Bureau.

Well, I went—somewhat doubtful
 —and this is what I found:

That he and the U. S. Weather
 Bureau were right about the summer
 weather. I stayed three months—
 June, July, and August—and slept
 under blankets ninety nights.

I found a land that offered an
 amazing variety and quality of sum-
 mer sports.

4,000 miles of motor roads through
 some of the roughest kind of coun-
 try in some places, that I have ever
 seen, yet paved like city streets.

Great sea shore resorts, mountain
 lakes and fishing streams, deserts,
 and the most intensively developed
 farm and fruit lands bordering on
 one another.

Stupendous views from mountain
 tops, great rides along fine ocean-
 side highways, almost impenetrable
 wildernesses within a few hours of a
 great city, tenth in size in the United
 States.

Golf and tennis everywhere. A
 myriad things to do. The result is
 I have missed only one summer in
 the seven since I first learned of this
 great playground.

GO NOW

Don't put off a trip like this, don't
 hesitate. Go while you can. The
 complete change alone is worth the
 comparatively small investment. This
 trip is an investment that yields in-
 comparable returns.

If you wish to take "a trip
 abroad," here's one in your own
 United States.

Stay at fashionable hotels or mod-
 est boarding places, as you wish.

Your railroad ticket agent will
 give you complete information. Or
 send coupon to us for a free book
 that tells more than we have space
 here to relate.

All-Year Club of Southern California

Dept. M-106, Los Angeles, Calif.

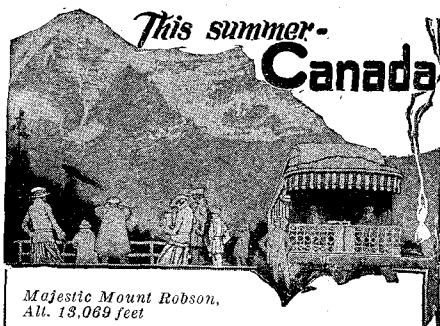
Information Coupon

All-Year Club of Southern California,
 Dept. M-106, Chamber of Commerce Bldg.,
 Los Angeles, Calif.

Please send me full information about
 the summer vacation possibilities in South-
 ern California.

Name.....

Address.....



Majestic Mount Robson,
Alt. 13,069 feet

Jasper Park and Mount Robson Park embrace the scenic mountain wonders of the Dominion. Canadian National Railways cross the Rockies at the lowest altitude, the easiest gradients and in view of Canada's highest peaks.

Your Ideal Vacation

is realized in the "Highlands of Ontario"—Algonquin Park—(Alt. 2,000 ft.)—Muskoka Lakes—Great Lakes—30,000 Islands Georgian Bay—Lake of Bays—Kawartha Lakes—Timagami—Nipigon—Quetico—Minaki. Fishing, Boating, Bathing, Golf, Camping and finest Hotels. Hay fever unknown.

Lower St. Lawrence and Maritime Provinces.

Fishing, Hunting and Camping

Real fishing and hunting in virgin streams and unspoiled big game country in NOVA SCOTIA, NEW BRUNSWICK, QUEBEC, ONTARIO, ALBERTA and BRITISH COLUMBIA.

For full information write

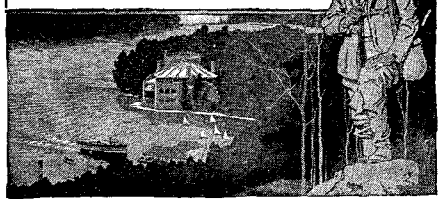
Canadian National or Grand Trunk Railways

at any of the following addresses. Ask for Booklet R mentioning districts that interest you

Boston, 294 Washington Street
Buffalo, 1019 Chamber of Commerce Building
Chicago, 108 West Adams Street
Cincinnati, 406 Traction Building
Detroit, 527 Majestic Building
Duluth, 430 W. Superior Street
Kansas City, 334 Railway Exchange Building
Los Angeles, 325 Van Nuys Bldg., 7th and Spring Streets
Minneapolis, 518 Second Avenue, South
New York, 1270 Broadway
Pittsburgh, 505 Park Building
Portland, Me., Grand Trunk Station
San Francisco, 689 Market Street
Seattle, 902 Second Avenue
St. Louis, 305 Merchants Laclede Building
St. Paul, 4th and Jackson Streets

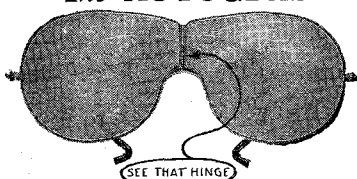
H. H. MELANSON
Passenger Traffic Manager
Canadian National Railways
Toronto, Can.

G. T. BELL
Passenger Traffic Manager
Grand Trunk Railway
Montreal, Can.



GO INTO BUSINESS for Yourself
Establish and operate a "New System Specialty Candy Factory" in your community. We furnish everything. Money-making opportunity unlimited. Either men or women. Big Candy Booklet Free. Write for it today. Don't put it off!
W. HILLIER RAGSDALE, Drawer 38, EAST ORANGE, N. J.

The AUTOGLAS



PATENTED MAY 2, 1911

An Eye protector of graceful design that adjusts itself comfortably to the wearer's face.

Gives perfect protection from wind, dust and flying particles and does not detract from the personal appearance or the pleasures of the wearer.

Ideal for Motoring, Golf, Tennis, Fishing, Hunting or Trap-shooting.

Procurable from Optical, Motor and Sporting Goods Establishments. We will gladly supply the address of your nearest dealer.

F. A. HARDY & CO.

Dept. F

Box 804, Chicago, Ill.

NATIONAL MONUMENTS OF THE UNITED STATES

Name	Location	Approaches	Characteristics
Katmai	Southern Alaska	Steamships from Seattle to Kodiak	Volcanic interest including "Valley of 10,000 smokes"
Old Kasaan	Near Ketchikan, Alaska	Steamships, Seattle to Ketchikan	Abandoned Indian village with totem poles, etc.
Sitka	Southeastern Alaska	Steamships, Seattle or Vancouver	Natural park with numerous totem poles
Casa Grande	Southern Arizona	Casa Grande, Arizona Southern Pac.	Most noteworthy prehistoric relics in the U. S.
Montezuma Castle	Central Arizona	Clarkdale, Ariz., Santa Fe System	Prehistoric cliff dwelling in vertical cliff
Navajo	Northern Arizona	Gallup, N. Mex. or Flagstaff, Ariz., Santa Fe System	Pueblo or cliff-dweller ruins, well preserved
Papago Saguaro	South Central Arizona	Phoenix or Tempe, Ariz. Southern Pac.	Collection of desert flora, rocky formations
Petrified Forest	Eastern Arizona	Adamana or Holbrook, Santa Fe	Coniferous trees turned into stone
Tonto	South Central Arizona	Globe, Arizona, Southern Pacific	Cliff-dweller ruins similar to the Gila dwelling
Tumacacori	Southern Arizona	Tucson, Southern Pacific and El Paso & Southern	Ruin of the ancient Franciscan Mission
Walnut Canyon	North Central Arizona	Flagstaff, Ariz., Santa Fe System	Many cliff dwellings
Cabrillo	Point Loma, California	San Diego, Cal., Southern Pacific & Santa Fe Systems	Commemorating the discoverer, Juan Rodriguez Cabrillo
Devil Postpile	Central California	From Fresno via Northfork or Laws via Mammoth, So. Pacific System	Hexagonal basaltic columns similar to Giant's Causeway
Muir Woods	Near San Francisco	Mt. Tamalpais & Muir Woods, R.R.	One of California's most noted red-wood groves
Pinnacles	South Central California	Soledad or Hollister, Southern Pac.	Remarkable spire-like rock formations
Colorado	Western Colorado	Grand Junction, Denver & Rio Grande Western	Lofty monoliths of great scientific interest
Wheeler	Southern Colorado	Wagon-Wheel Gap or Creede, Colo., Denver & Rio Grande Western	A scenic wonder, example curios, erosion, volcanic action
Yucca House	Southwestern Colorado	Mancos, Denver & Rio Grande W'st'n	Ruins of archeological interest
Chickamauga & Chattanooga	Georgia and Tennessee	Directly or by connection with several southern roads	Scenes of great Civil War battles of 1863
Lincoln's Birthplace	Northern Kentucky	Hodgenville, Ky., Illinois Central	Contains log cabin where Lincoln was born
Antietam	Western Maryland	Antietam, Md., on Norfolk & Western	Enclosing field of the battle of Antietam
Vicksburg	Western Mississippi	Vicksburg, Miss., important Southern roads	Scene of siege and surrender of Vicksburg
Big Hole Battlefield	Southwestern Montana	Divide, Mont. Union Pacific	Site of Battle of 1877, between U. S. troops and Indians
Lewis & Clark Cavern	Western Montana	Temporarily closed to public	Immense cavern with wonderful formations
Scotts Bluff	Western Nebraska	Gering, Nebr. Union Pacific	A region of pioneer day memories
Bandelier	North Central New Mexico	Santa Fe—Santa Fe and Denver Rio Grande W'st'n	Cliff-dweller ruins, artificial caves, stone sculpture, etc.
Capulin Mountain	Northeastern New Mexico	Folsom, Colorado & Southern	Cinder cone of geological recent formation
Chaco Canyon	Northwestern New Mexico	Thoreau, N. M., Santa Fe System	Many ruins of interesting cliff dwellings
Gila Cliff Dwellings	Southwestern New Mexico	Silver City, via Pinos Altos, N. M., Santa Fe System	Well-preserved ruins of prehistoric cliff dwellings

NATIONAL MONUMENTS, CONTINUED FROM PRECEDING PAGE

El Morro	Western New Mexico	Gallup, N. M., Santa Fe System	Great rock with early Spanish inscriptions
Gran Quivira	South Central New Mexico	Mountainair, Santa Fe System	Ruins of early mission, also Pueblo ruins
Verendrye	Northwestern North Dakota	Sanish, N. D., "Soo Route"	Includes Crowhigh Butte of historical interest
Guilford Court-house	Northern North Carolina	Greensboro, N. Car. Southern Ry.	Scene of Revolutionary action of 1781
Oregon Caves	Southwestern Oregon	Ashland or Grant's Pass, Ore., S. Pac.	Limestone caverns of great beauty partially explored
Gettysburg	Southern Pennsylvania	Gettysburg Western Maryland and Reading Systems	Including arena of Civil War's greatest battle
Jewel Cave	Southwestern South Dakota	Custer, S. D., Burlington Route	Limestone cavern of immense proportions
Shiloh	Southern Tennessee	Corinth, Miss. Mobile & Ohio, Ill., Central, and Southern Rys.	Natural park embracing famous battle-ground
Dinosaur	Northeastern Utah	Watson, U. Utah R. R. or Mack Colo., Denver Rio Grande Western	Deposits of fossil—remains prehistoric animals
Natural Bridges	Southeastern Utah	Mancos, Denver & Rio Grande W's't'n	Three natural bridges, largest of their kind
Rainbow Bridge	Southern Utah	Trail from Kayenta, Ariz., from Flagstaff or Gallup, N. M.	Immense natural bridge, span 278 feet
Mount Olympus	Northwestern Washington	From Port Angeles, via Sol Duc Hot Springs, steamer from Seattle	Many glaciers and formation of scientific interest
Devils Tower	Northwestern Wyoming	Moorcroft, Wyo., Burlington Route	1,200-foot natural rock tower
Shoshone Cavern	Northern Wyoming	Near Cody, Wyo., Burlington Route	Large cavern of geological interest

BOOKS ON THE SOUTH AND SOUTHWEST

- A Guide to Florida**, Harrison Rhodes and Mary W. Dumont, Dodd, Mead & Co., \$3.00.
- The Wilderness Road to Kentucky; Its Location and Features**, William Allan Pusey, Geo. H. Doran Co., \$3.50.
- The Carolina Mountains**, Margaret W. Morley, Houghton Mifflin Co., \$4.00.
- The Indians of the Painted Desert Region**, James George Wharton, Little, Brown & Co., \$4.00.
- Seeing the Sunny South**, John T. Faris, J. B. Lippincott Co., \$6.00.
- Historic Houses of South Carolina**, Mrs. Harriette Kershaw Leiding, J. B. Lippincott Co., \$10.00.
- Through Our Unknown Southwest**, Agnes C. Laut, Robt. M. McBride & Co., \$3.00.
- Finding the Worth While in the Southwest**, Charles Francis Saunders, Robt. M. McBride & Co., \$1.50.
- Highways and Byways of Florida**, Clifton Johnson, The Macmillan Co., \$2.75.
- New Orleans**, Grace King, The Macmillan Co., \$2.75.
- Arizona, The Wonderland**, George W. James, The Page Co., \$6.00.
- New Mexico, the Land of the Delight Makers**, George W. James, The Page Co., \$6.00.
- Florida, the Land of Enchantment**, Nevin O. Winter, The Page Co., \$6.00.
- Texas, the Marvelous**, Nevin O. Winter, The Page Co., \$5.00.
- The City of Washington**, C. B. Todd, G. P. Putnam's Sons, \$1.75.
- Our Hispanic Southwest**, Ernest Peixotto, Chas. Scribner's Sons, \$3.50.
- Florida Enchantments**, A. W. Dimock, Fred'k. A. Stokes, \$3.00.

SELECTED BOOKS ON CALIFORNIA AND PACIFIC NORTHWEST

- The Mountains of California**, John Muir, The Century Co., \$3.50.
- Some Fish and Some Fishing**, F. Gray Griswold, Dodd, Mead & Co., \$3.00.
- Down the Columbia**, Lt. Lewis R. Freeman, Dodd, Mead & Co., \$3.50.
- The Tourist's Northwest**, Ruth Kedzie Wood, Dodd, Mead & Co., \$2.50.
- McLoughlin and Old Oregon**, Eva Emory Dye, Doubleday Page & Co., \$1.75.
- California Desert Trails**, J. Smeaton Chase, Houghton Mifflin Co., \$3.50.
- California Coast Trails**, J. Smeaton Chase, Houghton Mifflin Co., \$3.50.
- Steep Trails**, John Muir, Houghton Mifflin Co., \$3.50.

- My First Summer in the Sierra**, John Muir, Houghton Mifflin Co., \$3.25.
- Where Rolls the Oregon**, Dallas Lore Sharp, Houghton Mifflin Co., \$1.75.
- In and Out of the Old Missions of California**, James George Wharton, Little, Brown & Co., \$4.00.
- Finding the Worth While in California**, Charles Francis Saunders, Robt. M. McBride & Co., \$1.50.
- With the Flowers and Trees of California**, Charles Francis Saunders, Robt. M. McBride & Co., \$3.00.
- Under the Sky in California**, Charles Francis Saunders, Robt. M. McBride & Co., \$3.00.
- The Missions of California and the Old Southwest**, Jesse S. Hildrup, A. C. McClurg & Co., \$2.50.
- Oregon, the Picturesque on Sunset Highways**, Thos. D. Murphy, The Page Company, \$6.00.
- Columbia River**, W. D. Lyman, G. P. Putnam's Sons, \$2.50.
- In the Oregon Country**, George Palmer Putnam, G. P. Putnam's Sons, \$1.75.
- Romantic California**, Ernest Peixotto, Chas. Scribner's, \$3.50.

SOME BOOKS ON OUR NATIONAL PARKS

- Tramping with a Poet Through the Rockies**, Stephen Graham, D. Appleton & Co., \$2.00.
- The Yosemite**, John Muir, The Century Co., \$3.50.
- Glacier National Park**, Mathilde E. Holtz and Katharine I. Bemis, Geo. H. Doran Co., \$2.50.
- A Tour of America's National Parks**, Henry O. Reik, E. B. Dutton & Co., \$4.00.
- Camping and Tramping with Roosevelt**, John Burroughs, Houghton Mifflin Co., \$1.50.
- Yosemite Trails**, J. Smeaton Chase, Houghton Mifflin Co., \$3.50.
- Your National Parks**, Enos A. Mills, Houghton Mifflin Co., \$3.00.
- Our National Parks**, John Muir, Houghton Mifflin Co., \$4.00.
- In and Around the Grand Canyon of the Colorado River in Arizona**, James George Wharton, Little, Brown & Co., \$4.00.
- The Grand Canyon of Arizona**, James George Wharton, Little, Brown & Co., \$2.50.
- A Guide to the National Parks**, E. F. Allen, Robt. McBride & Co., \$1.50.
- Through the Grand Canyon**, E. L. Kolb, The Macmillan Co., \$5.00.
- Three Wonderlands of the American West**, Thos. D. Murphy, The Page Company, \$6.00.
- Handbook of Yosemite National Park**, A. F. Hall, G. P. Putnam's Sons, \$2.50.
- The Book of the National Parks**, Robert Sterling Yard, Chas. Scribner's Sons, \$3.00.

Every Shaft Is First Quality

This cannot be said of hickory, for hickory varies. Two golfers playing with hickory shafted clubs have not the same opportunity, for one may have first quality hickory and the other fifth quality. But when two golfers play with Bristol Steel Shafted clubs, they have the same opportunity, for Bristol Steel Shafted clubs are all of the same quality—equal to first quality hickory.

Notice: Basic and Supplementary Patents covering Steel Golf Shafts are controlled exclusively by us.

Bristol
TRADE MARK REG. U.S. PAT. OFF.
Steel Golf Shaft

Patented
Nov. 22, 1910 Oct. 3, 1911
May 12, 1914 May 2, 1916

The Bristol Steel Golf Shaft is lighter than hickory. This brings the weight lower, thus making a better balanced club. It is unquestionably stronger and more durable. It cannot rust and the "whip" always stays the same.

Get one new Bristol Steel Shafted club from your "Pro" or have him attach a Bristol Steel Golf Shaft to one of your old heads. If your "Pro" is unable to supply you, send your order direct to us. State length and if stiff or whippy shaft is desired.

Write for descriptive circular giving us the name of your club and professional.

Professionals: Write for Directions for Fitting Bristol Steel Golf Shafts to Old Heads.

Golf Shops and Sporting Goods Dealers: It will pay you to investigate immediately this new development in golf.

Golf Clubs fitted with Bristol Steel Golf Shafts can now be supplied by The Crawford, McGregor & Canby Co., Dayton, Ohio, and The Hillerich & Bradsby Co., Louisville.

THE HORTON MFG. CO.
263 Horton St., Bristol, Conn.

Kingfisher Silk Fishing Lines

There are no better fishing lines made. Kingfisher Silk Fishing Lines catch more fish, win more prizes, give more satisfaction than any other lines. There is a Kingfisher Line for every kind of fishing. Every one is guaranteed perfect.

If you like fishing, you will also be interested in Bristol Steel Fishing Rods and Meek and Blue Grass Reels. Bristol Meek and Kingfisher Fishing Catalogs will be sent free upon request.

THE FLORSHEIM SHOE



The Parkway—Style M-94

FOR hot summer days Florsheim low shoes will give you cool comfort. They are skel-ton lined and non-slip—they fit the ankle and hug the heel. Their service is as satisfying as their fine style and quality.

The Florsheim Shoe, \$10—A few styles, \$11 and \$12
Booklet "Styles of the Times" on request

THE FLORSHEIM SHOE CO.
Manufacturers Chicago



For the man

who cares

VACATION TRIPS AND PLAY-
GROUNDS—Continued

THE PACIFIC NORTHWEST

"The Pacific Northwest," says Logan Marshall in "Seeing America" (John C. Winston), is a region of beautiful mountains, broad rivers and fruitful valleys. . . . To the east beyond the Cascade Mountains the climate is similar to that of Maryland or the famous valley of Virginia, colder in winter and warmer in summer than that of the western section, but pleasant and healthful everywhere—a climate productive of growth and vigor, health, energy and success. The mountain-tops ever in view, are always snow-covered . . . while heat prostrations of mid-summer work havoc in eastern cities. . . . people in this country work all day in comfort and at night draw their blankets closely around their shoulders, thankful for the rest they can enjoy."

Notable among the varied attractions of this region are its superb cities. Vancouver is the commercial center of British Columbia and one of the most important seaports of the North Pacific. Its neighboring city, Victoria, is noted for its beautiful surroundings and English flavor. Indeed, as Archie Bell says in "Sunset Canada—British Columbia and Beyond" (The Page Company), "Victoria boasts that it has in its gardens every variety of flower that will bloom in England—and many others."

Seattle is the hub from which radiate trips to surrounding playgrounds offering varied recreation attractions. You may board a steamer for the Puget Sound Archipelago with its wooded islands and sea-bathing and fishing. Elsewhere four eighteen-hole courses await the golfer. You may motor over magnificent highways to Chelan Lake, resting between snowcapped peaks, to Lake Crescent in the Olympics, or dozens of smaller lakes where trout and bass abound. Mt. Rainier National Park, with its white peak towering 14,408 feet, is a few hours' ride via Tacoma.

The city itself, one of the best examples of American civic enterprise, has a remarkable setting. Fronting a deep salt-water port it has behind it a fresh-water harbor in Lake Washington, and always to the east and south a phalanx of snowcapped peaks.

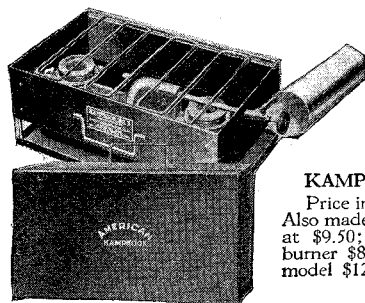
Seattle is an important transcontinental rail center. Four American transeontinental railroads, the Chicago, Milwaukee & St. Paul, Great Northern, Northern Pacific and Union Pacific, have western terminals here. The Southern Pacific (Shasta Route) and Burlington systems has through passenger service, while Seattle is the western American terminal of the Canadian Pacific and the Grand Trunk Pacific systems through steamer connection with Vancouver. Steamship routes to or from Seattle are listed in table elsewhere.

Portland, "the city of roses," of which Ruth Kedzie Wood, F.R.G.S., writes in

The Quick, Clean Way
To Do Your Camp Cooking

GET out your Kampkook, remove the cover and light up. In two minutes you have a hot, blue gas flame; coffee steaming and bacon sizzling in less time than it takes to gather fuel for a wood camp fire. Kampkook makes its own gas from the same grade of gasoline you use in your car. Easy to light, windproof, safe

anywhere. Most experienced tourists and campers cook the Kampkook way because it enables them to prepare a hurry-up lunch or a big meal anywhere, as quickly as in the home kitchen. Kampkooks are sold by dealers in sporting goods everywhere. Write for folder on our complete line of Kampkooking Appliances.



KAMPKOOK No. 3
Price in the U. S. \$7.50.
Also made with brass case
at \$9.50; large size two
burner \$8.50; three burner
model \$12.00.

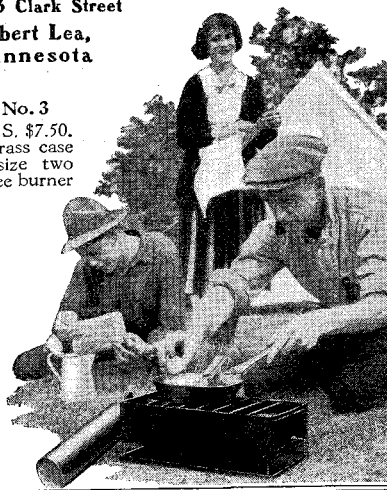
IT'S ALL INSIDE

All Kampkooks fold up like a miniature suit case when not in use with all parts packed inside case, protected against loss or breakage.

AMERICAN
KAMPKOOK
THE IDEAL CAMP STOVE

American Gas Machine Co.

833 Clark Street
Albert Lea,
Minnesota



"The Tourist's Northwest" (Dodd, Mead & Co.): "A city without a shabby quarter, an alley or a blighting street," is another important rail center and ocean port. Just outside her gates begins that perhaps greatest of our scenic drives, the Columbia River Highway.

"Tacoma," says Ruth Kedzie Wood, F.R.G.S., in her book quoted above, "has a dozen sobriquets bestowed by prophets and advisers. Let another be added: the City of the Mountain."

It is the gateway to Mt. Rainier National Park and has the same glorious background and foreground as the other coast cities of this Northwest country. A complete table of rail routes to the Pacific Northwest will be found elsewhere.

THE TRIP TO ALASKA

Among all summer journeys few are richer in the unusual than a trip to Alaska. In scenery it has no duplicate on the North American continent. As Agnes Rush Burr says in her excellent book, "Alaska, Our Beautiful Northland of Opportunity" (The Page Co.)—

"From almost the time one starts Alaska-ward, there is a succession of snowcapped mountains, a succession of glaciers. . . . There are waterfalls innumerable, lacing mountainsides with slender lines of silvery loveliness amidst the deep green of spruce, or leaping in great foaming torrents from craggy mountain brows to glistening gray boulders, and filling the air with the thunder of their voice and the radiant glory of their rainbows. There are silent fiords lying placid under gray mountain walls; deep, dark canyons through which rivers boil over rocks and rapids. There are great stretches of pleasant valleys filled with grasses and slender, arrow-tipped spruce. And everywhere are wild flowers. . . . Seemingly every blossom that nature has made grows here in a profusion that covers the landscape with color and fills the air with fragrance."

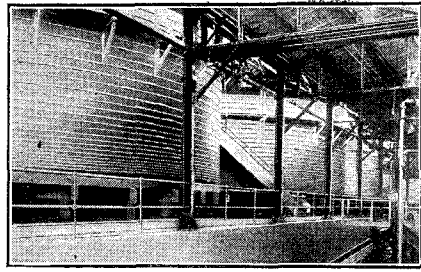
Besides the incomparable scenery there is on every hand in Alaska the spirit of a new land. W. B. Greeley, Chief of the United States Forest Service, writing in "The Outlook," thus describes it:

"Alaska is the last of the American frontier. Alaska is the only place left where 'trails run out and stop,' where people are killed by bears, where unmapped ranges challenge the explorer. In Alaska we are reliving the absorbing story of the West. We see as on the screen the single-handed enterprise of the frontiersman living on the present and the moneyed interest intrenching for the future, men who create industries and men who play with forests, mines, or water-power as with poker chips. It is the story of Idaho or California retold."

Many itineraries are available for the Alaska tourist. The cruise to or from Alaskan ports through the Inside Passage is a wonder trip in itself. But to plunge into the interior country is to experience far more unusual impressions.

Two points of ingress to the interior are available to tourists, Skagway, terminus of the White Pass and Yukon rail line or Seward at the head of Resurrection Bay

Unexcelled as tank material for acid or alkaline solutions



THIS battery of ten Redwood tanks was installed at the plant of the Anaconda Copper Company, Anaconda, Montana, in 1915. Each tank is 50 ft. in diameter and 14 ft. deep. This equipment has a capacity for leaching 2,000 tons of copper per day.

The steel tank hoops are covered with lead pipes to protect them against corrosion in case of any leakage of the strong solutions contained in the tanks.

Redwood is preferred for tanks because it resists fungus and other

forms of rot and decay. This unusual characteristic is due to a natural, odorless preservative which permeates the wood fibre during the tree's growth. It explains the long service Redwood gives under all conditions of exposure to acids, alkalies, moisture, severe climatic conditions, fungus and insect activity.

In every industrial center are established tank manufacturers prepared to give immediate prices and service in the erection of Redwood tanks.

Write our New York or Chicago office for our "Engineering Digest", our "Construction Digest" and any other information about Redwood you desire.

CHICAGO 2085 McCormick Bldg.
NEW YORK 820 No. 40 Rector St. Bldg.
THE PACIFIC LUMBER CO. of Illinois

SAN FRANCISCO 311 California St.
LOS ANGELES Central Bldg, 6th and Main Sts.
THE PACIFIC LUMBER CO.

The Pacific Lumber Co.
Redwood

The Largest Manufacturers and Distributors of California Redwood

More Mileage at Less Fuel Cost



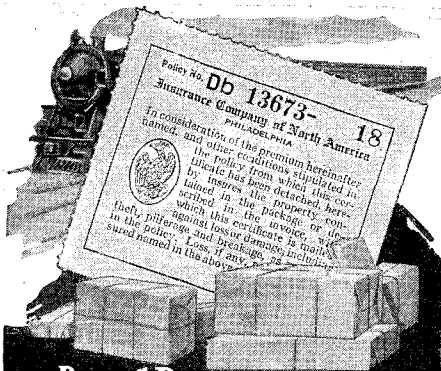
For Any Car Any Size—Old or New

THE foremost item to consider in the upkeep of your car, is fuel consumption. Are you getting every ounce of energy from the gas you buy? There is a way, the New Stromberg Carburetor makes a slave of the gas—gets a "full day's work" from every drop—makes a gallon go farther. It means actual economy through the saving of fuel.

A substantial saving, a noticeable increase in efficiency of operation and additional power is evident where the Stromberg is installed.

Made by
Stromberg Motor Devices Co.
64 EAST 25th ST. : Dept. 613
Chicago, Ill.

New STROMBERG Does it!
CARBURETOR



Parcel Post insurance that pays promptly

A North America Parcel Post Policy assures you prompt payment of claims. Your shipping clerk insures the package simply by placing therein a North America Coupon. The entry on the stub of the Coupon Book is your shipping record. Send us the attached memorandum, and you will receive detailed information.

Any insurance agent or broker can get you a North America Policy

Insurance Company of North America PHILADELPHIA

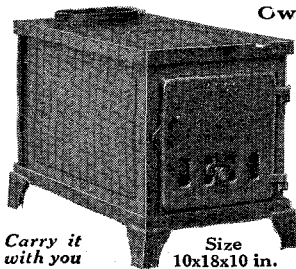
The Oldest American Fire and Marine Insurance Company
Capital \$5,000,000 Founded 1792

MEMORANDUM (Mail at once)
INSURANCE COMPANY OF NORTH AMERICA Dept. L63
1001 Chestnut Street, Philadelphia, Pa. 22
Send information regarding Parcel Post Insurance
To _____ (Name)
Address _____

Mention also any other form of insurance (except life) in which you are interested.

YOU CAN have a business-profession of your own and earn big in come in service fees. A New system of foot correction: readily learned by anyone at home in a few weeks. Easy terms for training, openings everywhere with all the trade you can attend to. No capital required or goods to buy, no agency or soliciting. Address Stephenson Laboratory, 3 Back Bay, Boston, Mass.

Cook Out-of-Doors This Summer



Carry it with you

Size 18x18x10 in.

At Your Camp or in Your Own Back Yard
Get all the fun out of summer. Cook and eat in the fresh air, but use a real stove that cooks well, that burns wood, coke or charcoal, that burns steadily despite wind or rain. Here's a REAL stove that folds into a space 18x10x4 inches.

AFco PORTABLE CAST IRON STOVE

Weight 38 lbs.
Packed in wood case 42 lbs.
F. O. B. Factory
\$8.75



Set it up anywhere in ONE MINUTE

No bolts to lose—cast iron and will not warp as do sheet metal stoves—rust or hard use cannot wear it out for years. No fuel to carry with you on a trip—pick up wood anywhere. After the meal fold up AFco and slip it into the car, canoe or boat.

Don't let poor meals cooked on a makeshift stove spoil your outing, whether it's a day or a week. You can also enjoy outdoor-cooked meals at home if you have a yard and an AFco STOVE. Write for name of nearest dealer or more information if desired to Department L.

TROY FOUNDRY AND MACHINE CO.
Troy, N. Y.

VACATION TRIPS AND PLAY-GROUNDS—Continued

where begins the U. S. Government Alaska Railroad. This summer, owing to withdrawal of passenger-steamers on the Tanana River, it will not be possible to make the great circle trip inland between either of these ports.

The Skagway entry begins after a four- or five-day voyage from Seattle or Vancouver or two days from Prince Rupert through the Inside Passage which impressed John Burroughs as "probably the finest scenery of the kind in the world to be seen from the deck of a ship."

After debarking at Skagway, train is boarded on the White Pass and Yukon rail line climbing the precipitous sides of White Pass Canyon made memorable in the gold stampede of '97 and '98. Through tunnel and across dizzy bridge the line finally reaches the summit at White Pass, where it enters British territory. Skirting the shores of Lake Pennet the train stops at Carcross where the traveler may leave it for the Atlin Lakes trip.

"Tho" (to quote again Agnes Rush Burr) "not in Alaska, geographically speaking, the trip to Atlin, which begins here at Carcross, is part of an Alaskan itinerary and is taken by almost every tourist to the Northland, so well known has this lake become for its unusual attractions..."

From Carcross a steamer carries the tourist over Nares and Tagish Lakes and Taku Arm to a short rail portage, thence across Lake Atlin to the excellent inn at Atlin. This lake, eighty miles long, set among snowcapped mountains with the mighty Llewellyn Glacier near by, is transcendently beautiful "and" as Miss Burr continues, "the days passed under the spell of its enchantment are among the most delightful of the trip to the north."

Returning to Carcross the rail trip continues along river, lake and through canyon to White Horse on the Yukon. Here, the traveler boards a river steamer for the forty-hour sail of more than 400 miles through superb scenery to Dawson, that picturesque gold center of yester-year. From here it is necessary this summer, owing to withdrawal of steamer service between Dawson, Tanana and Fairbanks, to return to White Horse, thence direct by rail to Skagway.

The other gateway to interior Alaska is at Seward, the southern terminus of the nation's new railway, stretching 467 miles through the heart of Alaska to Fairbanks, destined some day to be one of the commercial capitals of the Territory.

This triumph of difficult engineering, costing about fifty-six million dollars, is of momentous importance in opening Alaska to the outside world. As the New York *Herald* says:

"In passenger transportation a two-week dog-sledge journey has been reduced by the

Off beaten path

in New Mexico and Arizona Rockies by saddle and pack, team or auto "roughing it de luxe."

Explore unbeaten trails across snowy mountains and along rushing trout streams. Traverse virgin forests and colorful canyons. Unusual Southwest outings. See the Indians of the Painted Desert and their weird ceremonies, including the Snake Dance. Will gladly help plan your trip.

Ask for

"Off the Beaten Path"



folder, containing maps, pictures, itineraries and approximate cost.

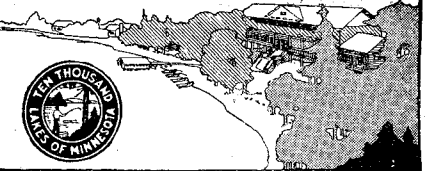
W. J. BLACK, Pass. Traff. Mgr.
Santa Fe System Lines
1153 Railway Exchange CHICAGO

COME TO MINNESOTA

MOTOR, fish, golf, camp in the woods—or along the motor trail—or stop in a big city hotel; you're close to nature or civilization as you please.

Come! By motor, rail or boat—ask your local ticket agent about reduced summer rates. Write for information and literature.

Ten Thousand Lakes of Minnesota Assn.
1154 East 6th Street St. Paul, Minn.
When you write, indicate kind of information desired: General Vacations, Canoe Trips, Permanent Summer Home Sites.



SOUTH AMERICA

A complete change from Europe and the beaten paths of travel.

By the famous V fleet of 21,000 ton vessels

RIO DE JANEIRO
MONTEVIDEO
and BUENOS AIRES

S. S. VASARI, July 5
S. S. VESTRIS, July 15
S. S. VAUBAN, Aug. 26
S. S. VANDYCK, Sept. 9

Special Reduced Rates

For information apply company's office, 42 Broadway, N. Y., or any local agent.

LAMPORT & HOLT LINE



COOK'S TRAVELERS' CHEQUES

In Dollars or Pounds Sterling

SAFETY • LIQUIDITY • CONVENIENCE

Holders enjoy all the inestimable advantages inherent in our network of 150 offices, our world-wide organization and repute.

New York

Chicago Philadelphia Boston San Francisco
Los Angeles Montreal Toronto Vancouver



railroad to a comfortable twenty-four-hour ride. This will mean in the not distant future a large tourist travel. The impressive grandeur of the scenery all along the route is alone enough to insure this."

The Alaska Engineering Commission under whose jurisdiction the road is being completed thus sums up its attractions:

"Seward on beautiful Resurrection Bay, surrounded by picturesque mountains, forests, and trout streams; Spencer Glacier with its vari-colored ice masses pushing down within a few hundred yards of the railroad; Anchorage—at the head of Cook's Inlet—the railroad headquarters and out-fitting point for many trips of interest; Mount McKinley, monarch of North American mountains, tossing its snowy crest four miles in the air, visible for 300 miles on the railroad; Mt. McKinley National Park, 3,000 square miles of untouched nature, the center of an unsurpassed wild game country, reached from McKinley Park Station."

President Harding's contemplated trip to Alaska in August will include something in the nature of a formal opening of the railway. Through trains are now operated between Seward and Nenana with buffet, observation cars and, as planned, with sleepers during the coming summer. The uncompleted bridge crossing the Nenana River at Nenana necessitates the only break on the line, the river now being crossed by ferry. At Seward, Anchorage, Nenana and Fairbanks will be found hotels far above the average for small towns. They are equipped with electric lights, steam heat, baths and other modern improvements. For complete steamship service to Alaska our readers are referred to table, page 77, "Pacific Coastwise Routes."

SELECTED BOOKS ON ALASKA

Travels in Alaska, John Muir, Houghton Mifflin Co., \$3.25.
Alaska, Ella Higginson, The Macmillan Co., \$3.00.
Alaska: Our Beautiful Northland of Opportunity, Agnes Rush Burr, The Page Co., \$6.00.
Conquest of Mt. McKinley, Belmore Brown, G. P. Putnam's Sons, \$5.00.
Guide to Alaska and Yukon, Rand McNally & Co., \$2.50.
A Chechako in Alaska and Yukon, Charlotte Cameron, Fred'k. A. Stokes, \$6.00.

THE LURE OF HAWAII

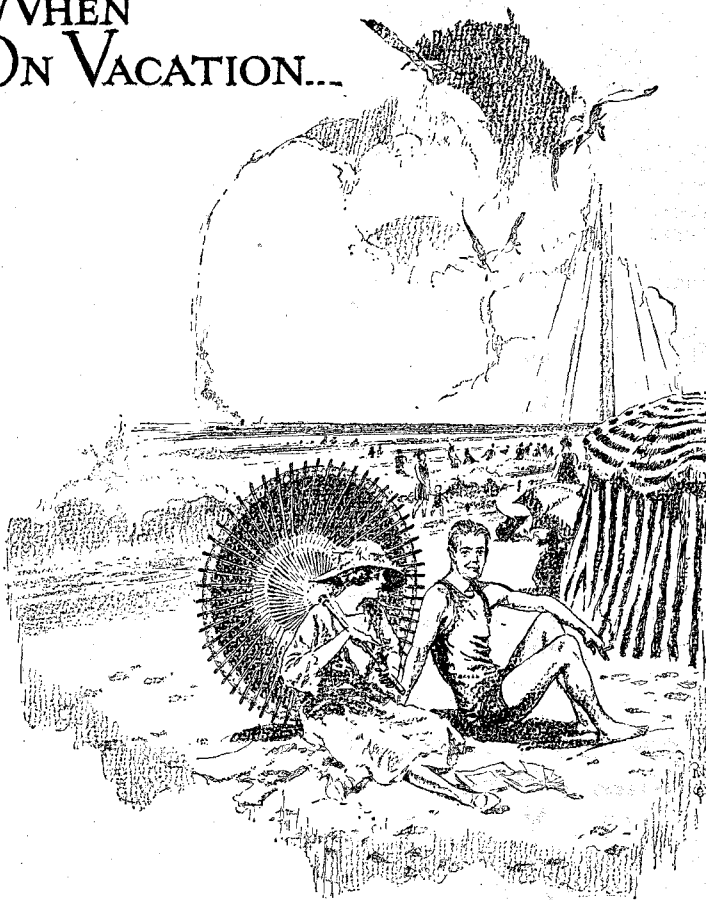
Writing of Hawaii in *The London Times*, Lord Northcliffe recently said:

"No matter what sort of fairyland you have imagined Hawaii to be, no matter what colorless, anemic pamphlets you may have read of it on the way there, its magical reality far and far exceeds its advertised charm. . . . It is just a scrap of Paradise dropt down by a lucky fluke into the middle of the Sea of Endless Summer."

Cooled by the steady, northeast trades sweeping over countless miles of the Pacific the summer temperature of Hawaii is delightful. Indeed as Leland E. Cofer, Assistant Surgeon-General, U. S. Quarantine Service has written:

"The usual medical 'don'ts' do not apply to Hawaii's climate. The influences in these beautiful islands offer the least resistance to bodily well-being of any well-known health resort of the world."

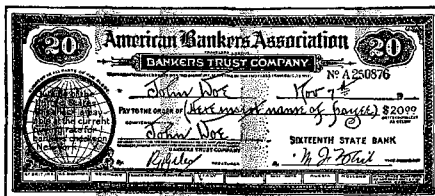
WHEN ON VACATION...



---you will be served with
equal satisfaction at the sea-
shore or in the mountains by---



"A·B·A" American Bankers Association Cheques FOR TRAVELERS



FACTS

About A·B·A Cheques

- universally used by travelers in every land.
- your countersignature in presence of acceptor identifies you.
- safe to have on the person because they cannot be used until they have been countersigned by the original holder.
- safer than money, and frequently more convenient than Letters of Credit because the bearer is less dependent on banking hours.
- issued by banks everywhere in denominations of \$10, \$20, \$50 and \$100.
- compact, easy to carry, handy to use.

Ask for them
at your bank or
write for particulars
to

BANKERS TRUST COMPANY
New York City



Remington Portable

EXAMINE this wonderful typewriter. Write on it. Note its simplicity and ease of operation; the facility with which you can handle all your writing, and you will realize that this is the machine you have been waiting for.

It fits in a case only four inches high and can be carried and used anywhere. It has the **STANDARD KEYBOARD**, with four rows of keys and no shifting for figures. It has the automatic ribbon reverse. It has every feature you associate with typewriting at its best.

The extraordinary demand for the Remington Portable—which is taxing to the utmost our factory capacity—is proof of its leadership, in quality and popularity.

**REMINGTON TYPEWRITER COMPANY
INCORPORATED**
374 Broadway, New York

*On sale by over 1,600 dealers
and all Remington Branch Offices*

**Send for our illustrated "For You—
For Everybody." Address Room 62**



VACATION TRIPS AND PLAY- GROUNDS—Continued

The voyage from either Puget Sound, the Golden Gate or Southern California, occupying six or seven days, is one of the pleasurable experiences of a visit to these Islands. Storms are rare and the sea usually calm.

While the tourist will land at Honolulu, Island of Oahu, no visit to Hawaii is complete which does not embrace trips from this famous port to the four other important islands Kauai, Molokai, Maui and Hawaii.

The attractions of each are of infinite variety and charm.

Honolulu is a fascinating city with its palm-shaded boulevards, tropical parks and its incomparable Waikiki Beach, which prompted the late Sir Frederick Treves, surgeon to the King of England, to say:

"One great joy of Honolulu is the sea bathing, for nothing can surpass it. Those who find delight in this rudimentary pursuit must go the Hawaiian Islands to understand it in perfection. It may be claimed that there is luxurious bathing on the Lido by Venice, or at Atlantic City, or on the coast between Capetown and Dunbar. These places, as Mercutio said of his wound, 'will serve,' but they fail to approach such bathing as can be found in the cove which lies in the shelter of Diamond Head."

Rail and motor trips lead to inland attractions including the celebrated Pali, a precipice flanked by towering mountains, tropical plantations and foam-fringed shores.

Kauai, "The Garden Isle," is noted for the beauty of its scenery, brilliantly colored canyons and natural wonders, including the Barking Sands of Nohili and the Spouting Horn at Koloa.

It is on the islands of Maui and Hawaii, however, that the tourist will find those impressive natural wonders, the craters of the Hawaiian Islands. On each of these islands are areas of the newly established Hawaii National Park enclosing the world's greatest volcanoes.

Over Maui and included in the National Park, towers the great extinct crater of Haleakala ("house of the sun") 10,000 feet in altitude, of which Mark Twain wrote:

"It is the sublimest spectacle I ever witnessed. I felt like the Last Man, neglected of the Judgment, and left pinnacled in mid-heaven, a forgotten relic of a vanished world."

On the Island of Hawaii in another area of the National Park is to be seen the world's greatest living volcano, Kilauea, and nearby that towering summit Mauna Loa, each reached from attractive Hilo, the second largest city of the islands. Describing the former, E. W. Newman, traveler and lecturer says:

"The fires of a visible inferno burning in the midst of an earthly paradise is a striking contrast, afforded only in the Hawaii National Park. It is a combination of all that is terrifying and all that is beautiful, a blending of the awful with the magnificent. Lava-flows of centuries are piled high about a living volcano, which is set

like a ruby in an emerald bower of tropical grandeur. Picture a perfect May day, when glorious sunshine and smiling nature combine to make the heart glad; then multiply that day by three hundred and sixty-five and the result is the climate of Hawaii. Add to this the sweet odors, the luscious fruits, the luxuriant verdure, the flowers and colorful beauty of the tropics, and the Hawaii National Park becomes a dreamland that lingers in one's memory as long as memory survives."

For steamship routes to Hawaii see table below:

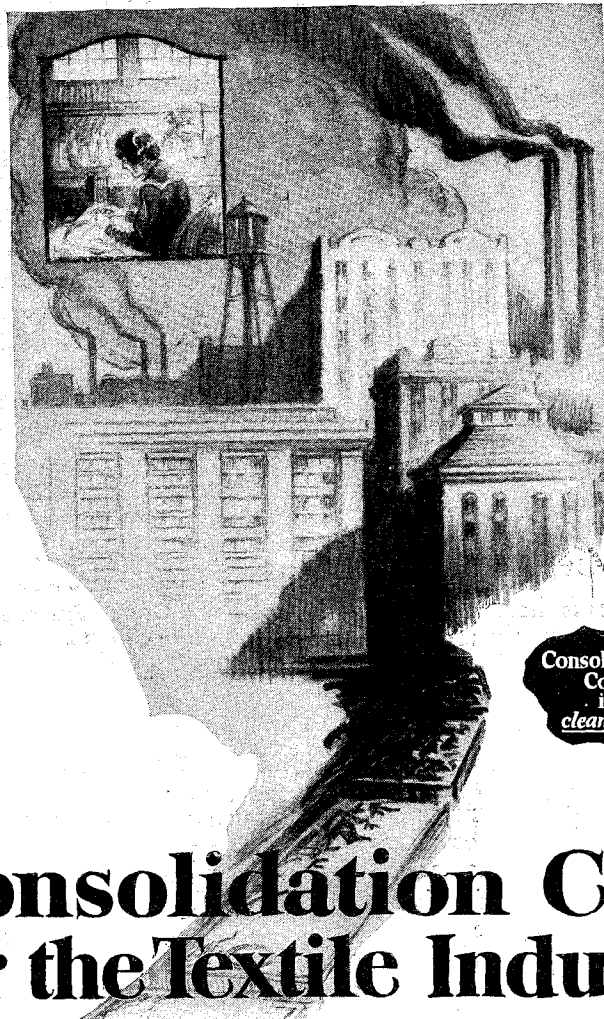
SELECTED BOOKS ON HAWAII
Hawaii Past and Present, Wm. R. Castle Jr. Dodd, Mead & Co., \$2.00.
Our Hawaii, C. London, The Macmillan Co., \$3.00.

PACIFIC COASTWISE ROUTES

Ports	Lines
Los Angeles (Wilmington) and Santa Catalina Island	Wilmington Transportation Company
Los Angeles and San Francisco	Los Angeles Steamship Co.
San Diego, Los Angeles, San Francisco, Tacoma and Seattle	Pacific S. S. Company
San Francisco and Portland	San Francisco & Portland S. S. Company
San Francisco, Los Angeles, Mexican and Central American ports to Panama Canal	Pacific Mail S. S. Company
Seattle to Southeastern and Southwestern Alaskan Ports, Nome and St. Michael	Alaska S. S. Company
Seattle to Southeastern and Southwestern Alaskan Ports	Pacific S. S. Company
Seattle, Victoria, Vancouver, Ocean Falls, Swanson Bay, Prince Rupert Anijox	Grand Trunk Pacific Coast S. S. Co.
Tacoma and Seattle to Puget Sound Points	Puget Sound Nav. Co.
Vancouver, Queen Charlotte Islands and Prince Rupert	Grand Trunk Pacific Coast S. S. Co.
Vancouver and Alaskan Ports	Canadian Pacific Railway S. S. Lines
Vancouver, Victoria and Seattle	Canadian Pacific Railway S. S. Lines

TRANSPACIFIC ROUTES

Ports	Lines
Los Angeles and Hawaii (about July 15)	Los Angeles Steamship Co.
San Francisco and Hawaii	Matson Navigation Co.
San Francisco, Hawaii, Samoa and Australia	Oceanic S. S. Company
San Francisco, Hawaii and Oriental ports	Pacific Mail S. S. Company
San Francisco and Oriental ports	Toyo Kisen Kaisha
San Francisco and Oriental ports	China Mail S. S. Company
San Francisco, Society Islands, Cook Islands, N. Zealand, Australia	Union Steamship Company of New Zealand
Seattle and Hawaii	Matson Navigation Co.
Seattle and Oriental ports	Admiral Line
Seattle and Oriental ports	Nippon Yusen Kaisha
Tacoma to Oriental ports	Osaka Shosen Kaisha
Vancouver and Oriental ports	Canadian Pacific Steamships, Limited
Vancouver and Hawaii, Fiji Islands, New Zealand and Australia	Canadian Australasian Royal Mail S. S. Line



Consolidation
Coal
is
clean Coal

Consolidation Coal for the Textile Industry

Ranking high among the industries of America, is the great Textile Industry. This industry, in 1919, consumed \$2,727,000,000 worth of raw cotton, wool and other supplies and from it produced \$5,180,000,000 worth of textile products. To accomplish this great increase, 8,000,000 tons of bituminous coal were consumed.

Because of its high heat content, cleanliness and careful selection, Consolidation Coal is ideally suited to the requirements of this progressive and efficient industry.

And the same high quality of ore, backed by the sound principles of production, which render our coals so acceptable to the textile industry, guarantees equal satisfaction to other industrial consumers.

THE CONSOLIDATION COAL COMPANY

INCORPORATED

Munson Building - New York City

FIRST NATL BANK BLDG., Detroit, Mich.
137 MARKET STREET, Portsmouth, N.H.
CONTINENTAL BLDG., Baltimore, Md.
STATE MUTUAL BLDG., Boston, Mass.

UNION TRUST BLDG., Washington, D.C.
FISHER BLDG., Chicago, Illinois.
UNION CENTRAL BLDG., Cincinnati, Ohio.
FIRST NATL BANK BLDG., Roanoke, Va.

LAND TITLE BLDG., Philadelphia, Pa.

Sales Agents NORTH WESTERN FUEL CO., NORTH WESTERN FUEL CO., ROCKFELLER BLDG., Cleveland, Ohio.
EMPIRE COAL COMPANY LTD., SHAUGHNESSY BLDG., Montreal, Quebec.



Give Yourself a Two Weeks' Vacation

If it requires an hour a day to take care of a furnace, that means that you put in over *two weeks* of waking time in the course of a year.

Couldn't you put that time to better advantage than shoveling coal and ashes?

With CLOW GASTEAM Radiators in the building, heat becomes your servant—not your master.

They do everything that any other means of heat can do—and a good deal besides. They are adjustable to changing weather. They can be operated singly or in combination. And where it is desirable, they can be coupled to a central heating plant.

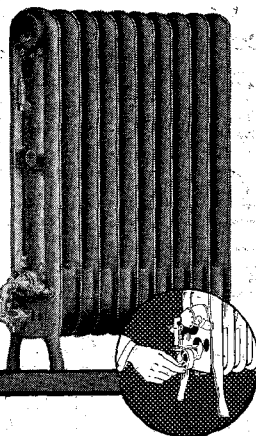
Each CLOW GASTEAM Radiator is a complete heating plant in itself—generating steam and using gas for fuel. They are absolutely safe and automatically regulated. There is no danger of freezing when installed in exposed or infrequently used locations.

CLOW GASTEAM Radiators are attractive in appearance. They are built of cast iron and will last as long as the building in which they are placed. Homes, hospitals, schools, public places—in fact, all buildings that require dependable warmth—are being heated with unequaled satisfaction by the CLOW GASTEAM Heating System.

There is a CLOW representative in your vicinity who will be glad to tell you all about GASTEAM heating and give you the exact figures of installation cost.

Send for the CLOW GASTEAM Book

JAMES B. CLOW
& SONS
General Offices:
536 S. Franklin Street
Chicago



CLOW

Sales Offices Everywhere

VACATION TRIPS AND PLAY- GROUNDS—Continued

PLAYGROUNDS OF THE DOMINION

Across the great sweep of the Dominion of Canada from the Land of Evangeline in the Maritime Provinces to the forest-fringed shores of the Pacific Straits are summer playgrounds of infinite variety. A brief glimpse follows of the more notable Canadian travel and vacation attractions.

"Nova Scotia," says Logan Marshall in his book "Seeing America" (John C. Winston), "like that part of the United Kingdom whence it derives its name—has many bays and harbors on its jagged coast-line. Of these Halifax is the best known for its boating and aquatic sports. Yarmouth, with its beautiful hawthorn hedges, is another well-known Nova Scotian port. At Grand Pré one may in fancy visit the site of the home of Evangeline herself, the forge of Basil, the site of the Church and of Father Felicien's dwelling. Every foot of the ground will breathe the incense of romance and history—indeed, this Land of Evangeline and the closely associated portions of Nova Scotia is acclaimed by thousands of tourists—it has within itself all of the elements that rejuvenate."

Then across the Strait of Canso is picturesque Cape Breton Island with its incomparable Bras d'Or Lakes, a yachtsman's paradise.

The chief gateways to Nova Scotia are at Yarmouth, Digby and Halifax. Between Yarmouth and Boston are operated steamers of the Boston & Yarmouth S. S. Line. Between Digby and St. John, across the Bay of Fundy, are operated steamers of the Canadian Pacific System. Halifax is one of the terminals of the Canadian National Railways, this system providing connection with the New England rail lines. It is also a terminus of the Dominion Atlantic Railway. Halifax is on the route of the Red Cross Line from New York and a port of call on the Furness Bermuda Line's New York to Quebec steamer cruises.

New Brunswick perhaps offers a greater variety of summer vacation attractions than her more frequented neighbor Nova Scotia. She has many delightful watering places along her much indented coast-line, a sportsman's paradise in the myriad rivers, lakes and dense forests of the interior. At St. Andrews-by-the-Sea you may join Colonel Bogey over one of the most superb golf courses in Canada, while amid the solitudes of the interior you may hunt (in season) moose, caribou, black bear and deer. Of excellent salmon and trout fishing the opportunities are inexhaustible. Speaking of a single river in the north of the Province, the Nepisiguit or "River of Foaming Waters," Theodore Roosevelt wrote:

"Good-by, lovely Nepisiguit, stream of the beautiful pools, the fisherman's ely-

sium; farewell to thy merry, noisy current, thy long quiet stretches, thy high bluffs, thy wooded and thy rocky shores. Long may thy music lull the innocent angler into day-dreams of happiness. Long may thy romantic scenery charm the eye and gladden the heart of the artist, and welcome the angler to a happy sylvan home."

New Brunswick is intersected by the two great Canadian Rail Systems with United States connections, the Canadian Pacific and Canadian National Railways.

On the north also, in the nature of a great inland lake ninety miles long, are the exquisite waters of Chaleur Bay, into which flow sixty rivers and streams from the interior. Sea and brook trout abound in these tributaries.

Beyond the northern boundary of New Brunswick is that romantic land known as the Gaspé Peninsula, which figured so prominently in the days of early discovery, and about which cluster many traditions, notably those associated with that extraordinary formation which stands like a sentinel of the eastern capes, Percé Rock.

Another Province with many charms for the summer vacationist is Prince Edward Island—"Abegweit" (cradled in the waves), as the Indians termed it. The modern designation is "Garden of the Gulf." Charlottetown, Tignish, Summerside and scores of other places are favorite vacation resorts. Fresh and salt water fishing abounds and yachting and camping are popular here.

The island is reached from Cape Tormentine, N. B., by steamer to Borden, while transportation on the island itself is afforded by the Prince Edward Island Railway (Canadian National System).

For those who would journey to the far north there is the ocean voyage to Newfoundland, altho politically not a part of the Dominion. Its approach is by steamer from North Sydney, N. S., the leading port being Port aux Basques. Transportation to the interior is by the Reid Newfoundland railway. Newfoundland is a region of big game hunting and excellent fishing.

"The St. Lawrence," says J. Castell Hopkins, F.R.S., in "French Canada and the St. Lawrence" (John C. Winston), "comes down to the Gulf under various names. From the little River St. Louis it pours through the great inland sea of Lake Superior and the St. Mary's River, with crowded canals into Lake Huron; thence in another outflow through the St. Clair and Detroit rivers to Lake Erie, and from there by the Niagara River and its wonderful falls to Lake Ontario. From Lake Ontario for 750 miles it rolls to the gulf and ocean under its own historic name. As it broadens and deepens into beautiful lakes or narrows and shallows into restless rapids; as it sweeps past cliffs crowned with verdure or great natural ridges capped with dense forests; as these break frequently to reveal fertile valleys and a rolling country; or rise into rugged and yet ex-



The VALUE of TIME for instance, in making good smoking tobacco

FOLKS, Time can be either a good servant or hard master, dependin' on its use.

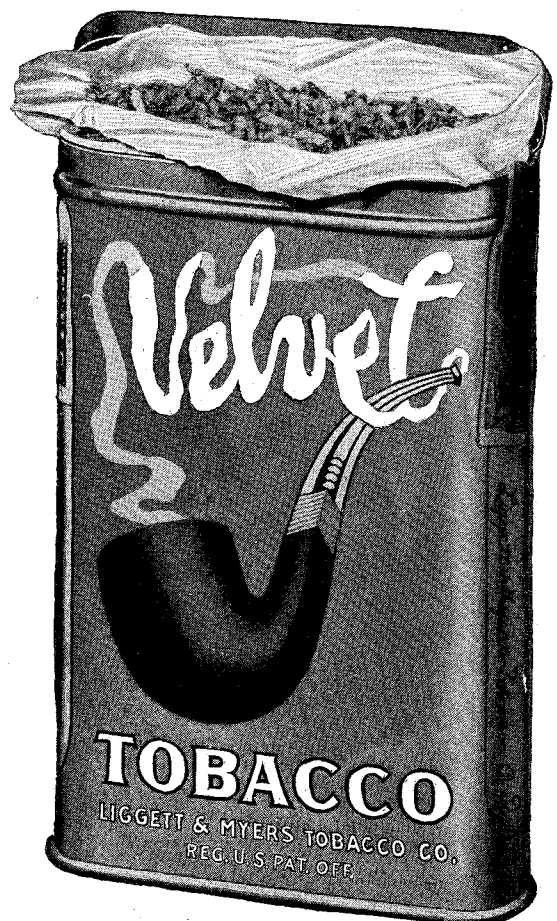
THERE'S tobacco, for instance. You can't crowd Nature when the tobacco's growin' an' you can't rush time when the tobacco's agein'.

SO WE take that good ole Burley that ripened slowly in the Kentucky sun and we store it in wooden hogsheads for *two years*. Time makes it mild an' sweet as *nothing else* can.

PUTTIN' quick-sand in the hour-glass won't shorten the day's work, an' quick methods won't mellow tobacco. Stick to Velvet, the aged in the wood pipe tobacco.

Velvet Joe

© 1922, LIGGETT & MYERS TOBACCO CO.



IN selecting your revolver remember that precision, security and reliability are absolutely essential. It is because they excel in those very qualities that Smith & Wesson revolvers have won the title "superior."

SMITH & WESSON

Manufacturers of Superior Revolvers

SPRINGFIELD
MASSACHUSETTS



No arms are
genuine Smith
& Wesson Arms
unless they bear
plainly marked
on the barrel,
the name

SMITH & WESSON,
SPRINGFIELD,
MASS.

Catalogue sent on request
Address Department A

VACATION TRIPS AND PLAY- GROUNDS—Continued

quisitely picturesque embodiments of nature such as the heights of Quebec; there comes the thought that here, indeed, is a fitting entrance to a great country, an adequate environment for the history of a romantic people, a natural stage-setting for great events and gallant deeds."

Tourists delight in the exquisite beauty of the Thousand Islands; they are thrilled by the Rapids Trip; Montreal, Canada's commercial capital, and Old-World Quebec are each of absorbing interest, but it is in the lower river that the heart of French Canada is reached, and we meet the habitant. As Harrison Rhodes in *Town and Country* says: "A trip through this country is indeed a trip abroad. . . . Of course the foreignness of Quebec City is so obvious and so well-known that it is useless to write about it, but down the river toward the gulf is an ancient land, mostly only accessible by boat, which still invites exploration. Artists come back with talk of Quai des Eboulements, where are quaint lodgings and feather beds and strange food and that rarest of all wild fowl to-day, cheapness. There is Murray Bay, like a smart English settlement in a stubbornly French country, where the seventeenth and the twentieth centuries join for your amusement. There are villages farther down, almost unvisited by tourists, while you may find, so you can always tell yourself, some gem of antique furniture or some foolish treasure brought by some early aristocratic adventurer to the wilderness from the gay land of France. Then there are the Laurentian Mountains, dotted with blue lakes, the wilderness and the habitant within a few hours' journey of metropolitan Montreal."

The trip to the lower river must not omit that indispensable extension, a sail into the mighty canyon of the Saguenay, an experience not to be duplicated on this continent.

River transportation really begins with Lake Ontario. From Lewiston near the mouth of the Niagara River to Toronto, and from Toronto to Chicoutimi at the headwaters of the Saguenay River, are operated divisions of the Canada Steamship Lines, long an institution on the St. Lawrence, with summer schedules providing for convenient connections at each of the divisional ports.

Over the surface of Ontario and beyond its immediate boundaries are spread a series of delightful playgrounds of which Lilian Whiting says in her book "Canada, the Spellbinder" (E. P. Dutton Co.): "The colossal scale of the summer resorts of Canada suggests the haunts of the Titans. The Maritime Provinces have long been a recognized locality for vacation days; but the region of Central Canada from Lake-of-Bays, Algonquin Park to Minaki

on the lakes east of Winnipeg opens a new world to the summer visitor. It invites the seeker after health, rest, sport or artistic enjoyment; it offers ideal conditions for the writer or student as well. . . . Take, for example, Lake-of-Bays! Poetic, bewitching, star-crowned Wawa!"

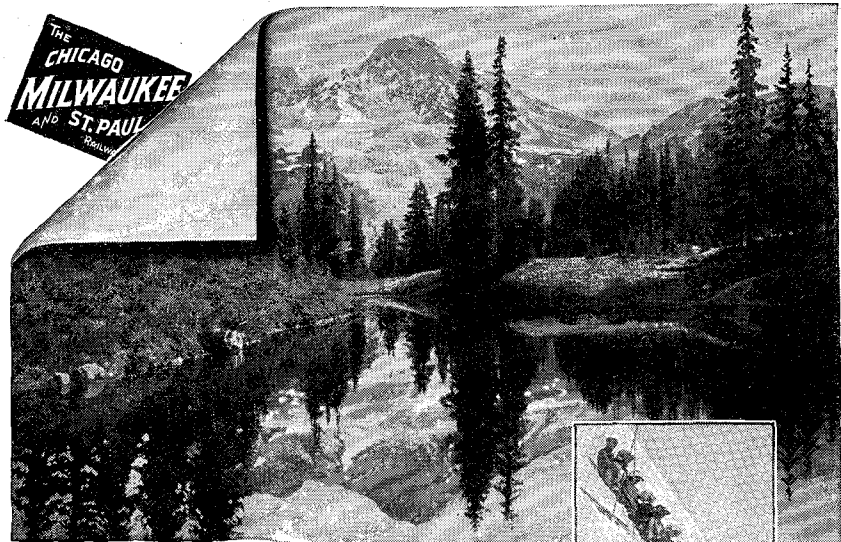
"North of the Lake-of-Bays is Algonquin Park—reservation of nearly two million acres—a sportsman's paradise. The Timagami region is one of great scenic beauty—the crystal clearness of the water is famous—the atmosphere is 'clear and dry.'

"Very engaging is all this country of the Highlands of Ontario, made so easy to access. . . . In the Muskoka region it is estimated that there is a transient summer population, of not less than thirty thousand every year, of people from both States and Dominion. Then, too, what can be said of that sail among the thirty thousand islands of the Georgian Bay? In color and idyllic charm this sail rivals the famous cruise among the Ionian Islands, and all the summer resorts of this region, Minnecoganashene, Sans Souci, Rose Point, and various nooks of verdant charm are peopled by their summer lovers. Lake Nipissing and the French River are attractive grounds for the camper and canoeist—Nibigami, "country of lakes," is a new outing ground in Canada, now made accessible by the Canadian National Railways."

"From the physical geographer's point of view every feature of the Alps has its counterpart somewhere in the Rockies," says A. P. Coleman, F.R.S., in his interesting volume, "The Canadian Rockies, New and Old" (Henry Frowde, Toronto). "Folds and faults and tilted strata are carved into an infinitude of shapes, including risky peaks and aiguilles; snow and ice are present in every form, smooth and easy or torn with blue crevasses and splintered into daring saracs. There is every variety of stream at work—gentle or furious, including much larger rivers and larger valleys than are in the Alps. Small lakes are far more numerous and beautiful. Every element of interest and beauty on the physical side is as well developed somewhere in the Rockies as it is in the Alps. There is a cleanness and virginity, an exquisite loveliness, about many of the Rocky Mountain peaks and valleys that has a peculiar charm."

"Places of unusual interest and beauty were chosen by the Canadian Pacific System for opening the range to mountain climbers and travelers, of which the chief is Banff in the Rocky Mountains Park," says Walter Dwight Wilcox, F.R.G.S., in his book, "The Rockies of Canada" (G. P. Putnam's Sons). "Lake Louise has the enduring attraction of nature in one of her grandest and most inspiring moods. . . . In all the mountain wildness the most complete picture of natural beauty is realized in O'Hara Lake."

Northward on the Canadian National Railway System is Mt. Robson Park and favorite points for mountaineers.



Radically Reduced Fares PACIFIC NORTHWEST

Round trip from Chicago

\$86⁰⁰ Seattle-Tacoma — twin capitals of a vacation universe. Would you conquer mountains it is but a few hours to snow-clad Rainier or to the Olympics—the range in the sea. Camp in the Cascades under mighty firs; cruise on island-dotted Puget Sound, glimpsing the Pacific through the Strait of San Juan.

\$104⁰⁰ Pacific Coast Tour —including the Puget Sound country; Portland and the Columbia River Highway; thence via rail or boat to California. Choice of routes returning.

Corresponding reductions from your home town. Tickets now on sale.

And in traveling to the Puget Sound Country you can ride over the World's Longest Electrified Railroad. The use of "white coal" eliminates soot and cinders, enabling you to thoroughly enjoy, from open observation cars, the most stupendous mountain scenery.

The famous "Olympian" and the "Columbian" between Chicago and the Northwest are electrically operated for 649 miles.

**Chicago
Milwaukee & St. Paul
Railway**

Consult us about your trip West.
Write for fares, travel information
and free descriptive booklets.

GEO. B. HAYNES, General Passenger Agent
Room 1350, Railway Exchange Bldg., Chicago, Ill.



84-13851



Above is an actual photograph of Corona number 27,025 purchased nine years ago by Mr. Conklyn, whose statement appears below.

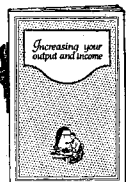
Nine years service - 35¢ repairs

"CORONA has been my helper for nine years. This wonderful little typewriter has aided me in my business, increased my income, made school work easier for my children, been private secretary to my wife — and in nine years of the hardest kind of use has cost me exactly thirty-five cents for repairs!" — W. E. Conklyn, Yonkers, N. Y.

Mr. Conklyn's experience is not a bit unusual. Nearly half a million people have learned that Corona is the most willing, tireless private secretary in the world. And sixteen years of service has proved that it is the sturdiest and most trouble-proof of all typewriters, regardless of size or price.

Write for this free booklet

Read how Corona has helped other men and women to increase their output and incomes. With the booklet we will give you the address of the nearest dealer from whom you may purchase Corona on easy payments.



Ask for Booklet No. 5

Corona weighs only 6½ pounds, folds and fits in a neat, compact carrying case no bigger than your hat, will do all the work you require of an old-fashioned "heavy" typewriter, and is far more durable.

CORONA

The Personal Writing Machine
REG. U.S. PAT. OFF.

Built by CORONA TYPEWRITER COMPANY, INC.
105 MAIN STREET GROTON, N. Y.

Fold it up — take it with you — typewrite anywhere

VACATION TRIPS AND PLAY- GROUNDS—Continued

From ocean to ocean across this vast domain of seashore, river, mountain, lake and plain span the steel bands of Canada's two great rail systems, the Canadian National Grand Trunk and the Canadian Pacific, the former with almost 40,000 miles of tracks, the latter with a mileage of about 20,000.

Over the Canadian National Grand Trunk the summer tourist may travel from Cape Breton Island, along the shores of Chaleur Bay and St. Lawrence Gulf, through the Quebec and Ontario Lake regions to Lake Nipigon and Lake of the Woods, across the plains to Mt. Robson Park, in the heart of the northernmost Rockies, and through the Fraser and Skeena River valleys to the Pacific.

From the Maritime Provinces we may pass over the Canadian Pacific System through the forests of New Brunswick, along the Ottawa River, into the Highlands of Ontario, on to the Nipissing, Lake Nipigon, Lake of the Woods regions, across vast wheatlands to the great wall of the Rocky Mountains to Banff in the Rocky Mountains Park, Lake Louise, Field and Glacier, each in settings unsurpassed by the Alps, to the picturesque Kootenay, Arrowhead, O'Kanagan Lakes districts, and finally down the Fraser River Canyon to the western ocean.

SELECTED BOOKS ON CANADA

- A Winter of Content**, Laura Lee Davidson, Abingdon Press, \$1.50.
The New North, Agnes Cameron, D. Appleton & Co., \$4.50.
The Laurentians, T. M. Longstreth, The Century Co., \$3.50.
Among the Canadian Alps, Lawrence J. Burpee, Dodd, Mead & Co., \$5.00.
Sunset Canada; British Columbia and Beyond, Archie Bell, The Page Company, \$6.00.
French Canada and the St. Lawrence, J. Castell Hopkins, John C. Winston Co., \$3.50.
Canada, The Spellbinder, Lilian Whiting, E. P. Dutton & Co., \$3.00.
The Rockies of Canada, Walter Dwight Wilcox, G. P. Putnam's Sons, \$5.00.
The Canadian Rockies, New and Old, A. P. Coleman, Henry Rowde (Toronto).
The Tourist's Maritime Provinces, Ruth Kedzie Wood, Dodd, Mead & Co., \$2.50.

GENERAL BOOKS OF INTEREST TO TRAVELERS IN AMERICA

- By Motor to the Golden Gate**, Emily Post, D. Appleton & Co., \$3.00.
Abroad at Home, Julian Street, The Century Co., \$5.00.
American Adventures, Julian Street, The Century Co., \$5.00.
A Hoosier Holiday, Theodore Dreiser, Dodd, Mead & Co., \$5.00.
Old Seaport Towns of the South, Mildred Cram, Dodd, Mead & Co., \$3.00.
On the Trail of the Pioneer, John T. Faris, Geo. H. Doran Co., \$3.50.
Historic Shrines of America, John T. Faris, Geo. H. Doran Co., \$5.00.
Roving East and Roving West, E. V. Lucas, Geo. H. Doran Co., \$2.00.
The Wilderness Road to Kentucky, Dr. Wm. Allen Pusey, Geo. H. Doran Co., \$3.50.
Potomac Landings, Paul Wilstach, Doubleday Page & Co., \$5.00.
In Vacation America, Harrison Rhodes, Harper & Bros., \$2.00.
Seeing the Far West, John T. Faris, J. B. Lippincott Co., \$6.00.
Seeing Pennsylvania, John T. Faris, J. B. Lippincott Co., \$6.00.
Down Historic Waterways, Reuben Gold Thwaites, A. C. McClurg & Co., \$1.50.
On the Storied Ohio, Reuben Gold Thwaites, A. C. McClurg & Co., \$1.50.
Our American Wonderlands, George Wharton James, A. C. McClurg & Co., \$3.75.
What to See in America, C. Johnson, The Macmillan Co., \$3.00.
Highways and Byways of Mississippi Valley, Clifton Johnson, The Macmillan Co., \$2.75.
Colorado River, P. S. Dellenbaugh, G. P. Putnam's Sons, \$5.00.
Mississippi River, Julius Chambers, G. P. Putnam's Sons, \$5.00.
Seeing America, Logan Marshall, J. C. Winston, \$1.50.

VACATION TRIPS TO EUROPE

"This year," says the New York *Herald*, "the fleets departing from this port for Europe have an aggregate gross tonnage greater than in 1914 and a larger cabin carrying capacity, and this, it is said, will be taxed to its limit by the throngs bent upon seeing Paris and other places before they die. It is believed that the first and second cabin hegira of 1913, more than 245,000, chiefly from New York, will be exceeded comfortably." To care for this summer traffic are numerous new and re-conditioned vessels, and a renewal of that competitive battle for steamship supremacy on the North Atlantic which was halted during the war. In the new rivalry for passenger traffic, size, comfort and flag have somewhat replaced the gauntlet of high speed. American competition is also active. The Stars and Stripes are flying this summer over twenty-six passenger ships, representing a total of 350,000 tons.

Each of the leading lines with ships under British register is operating a trio of immense ships. The White Star Line's giantess *Majestic*, the world's greatest ship, has been just put into commission, while their *Homeric* and *Olympic* and smaller vessels are transporting thousands this season.

Heading the Cunard tonnage are the huge *Berengaria* and the swift *Mauretania* and *Aquitania*, with many others of less great dimensions.

The American flag will be also well represented. The United States Lines are operating a fleet including the *George Washington*, *America*, and new ships named after Presidents of the United States, a total of eighteen vessels.

Another fleet flying the American flag is that of the United American Lines operating the new twenty-thousand tonners, *Resolute* and *Reliance*.

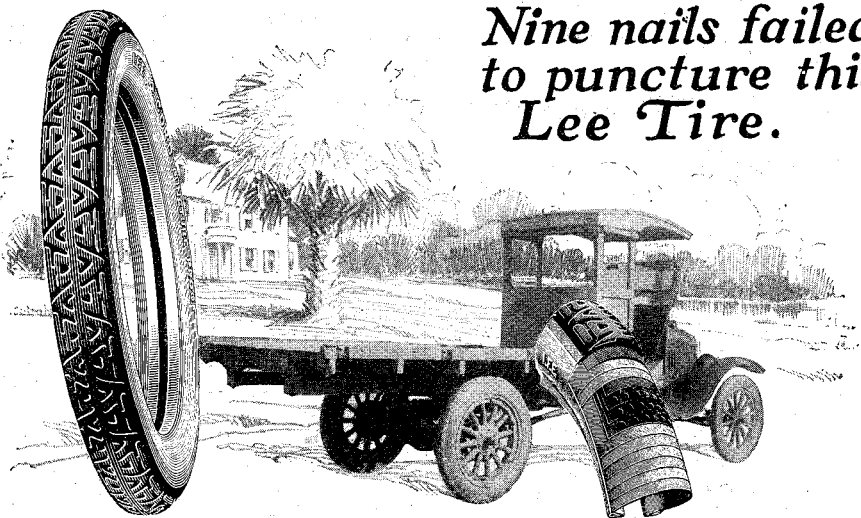
Leading the French Line fleet are the new *Paris*, the *France*, and their companions, making calls at Plymouth this summer.

The long-established Royal Mail Steam Packet, a newcomer, however, in the North Atlantic service, is operating an extensive fleet, having chartered for this season several ships from the Lamport & Holt South American trade.

In the steamship news of the summer it should be also noted that there is a partial resumption of service this season by the Hamburg-American and North German Lloyd Lines.

A complete outline of transatlantic routes and lines will be found in the table on page 85.

The European itinerary offers a selection so varied in direction, time and expense that no attempt can be made here to present all its possibilities. Whether it be the Lake District and cathedral towns of England; the Highlands and castles of Scotland; Belgium; the battle-fields, chateaux and pastoral regions of France; the quaint scenes of Holland, the Passion Play; the magnificent scenery of Switzerland, or the historic treasures of Italy, there have not been available since the war so many trips, short or long, and satisfying all tastes.



**Nine nails failed
to puncture this
Lee Tire.**

LEE Puncture Proof Tires

B. Borchardt Company, Wholesale Grocers of Brunswick, Ga., report: "These (Lee Puncture-proof) tires have never been off the car for any cause. One of the tires at one time had nine (9) nails pulled out of same without a puncture. Today there seems at least 40% of the non-skid tread still on the tires, and we have had 12,000 mileage out of them."



LEES Smile
at Miles

NEITHER latitude nor longitude affects the popularity of Lee Puncture-proof tires. Records of unusual mileage and stability performance in the north, east and west are duplicated in the south.

The endorsement quoted above is typical of the puncture-proof service you may expect, no matter where you place Lee Puncture-proof tires.

They are an absolute necessity to the economical operation of every motor car or truck operated for profit---an important essential wherever punctures or blowouts mean annoying, expensive delays. They carry a cash refund guarantee against puncture.

Lee regular Fabric and Cord tires and Lee G. S. (Government Specification) Tubes make this the only complete line of pneumatic equipment.

Buying from a Lee Dealer is equivalent to having tires made to order for your particular service.

Look for "Lee Tires" in your Telephone Book.

LEE TIRE & RUBBER CO
Executive Offices — 245 West 55th Street
NEW YORK CITY

FACTORIES CONSHOHOCKEN PA.



How was she to know?

FINALLY he appeared one evening—the man who stirred her heart—the man, at last, who captured her instant interest.

All the rest had seemed only casual, arousing never a single serious emotion.

But he seemed so different! The moment their eyes met there seemed to be an understanding. They felt drawn to one another.

Through a mutual friend an introduction was arranged. Then they danced.

But only one dance!

He thanked his partner and went his way. She saw no more of him. Why he lost interest was a mystery to her.

How was she to know?

* * *

That so often is the insidious thing about halitosis (the scientific term for unpleasant breath). Rarely indeed can you detect halitosis yourself. And your most intimate friends will not speak of your trouble to you. The subject is too delicate.

Maybe halitosis is chronic with you, due to some deep-seated organic disorder. Then a doctor or dentist should be consulted. Usually, though, halitosis is only local and temporary. Then it yields quickly to the wonderfully effective antiseptic and deodorizing properties of Listerine.

Fastidious people prefer to be on the safe and polite side. They make Listerine a systematic part of their daily toilet routine—as a gargle and mouth wash.

It is so much easier to be comfortably assured your breath is sweet, fresh and clean; to know you are not offending your friends or those about you.

Start using Listerine today. Be in doubt no longer about your breath—Lambert Pharmacal Co., St. Louis, Mo.

For
HALITOSIS
use
LISTERINE



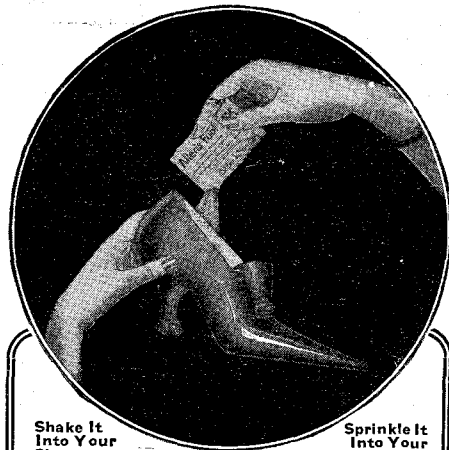
VACATION TRIPS AND PLAY- GROUNDS—Continued

One of the notable attractions of the European trip this summer will be the resumption, after an interval of twelve years, of the famous Passion Play of Oberammergau. Thirty-two performances will be given during the present season, from May 14th to September 24th. Steamship officials estimate a total attendance during the summer from the United States of almost 100,000 Americans. As early as April last 25,000 had applied for reservations at Oberammergau. "Elaborate preparations have been made," says the New York Times, "by the inhabitants of the Bavarian village to entertain visitors. Since the last performance in 1910 a garage for 200 automobiles has been erected in the village, which can also be reached by the electric railway from Munich in less than two hours."

In arranging a trip which will provide the most for time and money available, the services of the well-established and completely equipped tourist agencies, such as the American Express Co., Thomas Cook & Son, Raymond & Whitecomb Co., and others, will be found of great value. They have reduced travel to a science. Whether the traveler joins one of their escorted tours or avails himself of their individual tourist service he is certain to obtain greater comfort and satisfaction than by making his own plans. Funds for travel at home or abroad may be conveniently carried by purchasing checks issued by the American Express Co., American Bankers Association, Knauth, Nachod & Kuhne, Thomas Cook, and others.

SELECTED BOOKS ON EUROPEAN TRAVEL

- The European Tour**, Grant Allen, Dodd, Mead & Co., \$1.75.
How to Prepare for Europe, H. A. Guerber, Dodd, Mead & Co., \$2.50.
How to Visit the Great Picture Galleries, Esther Singleton, Dodd, Mead & Co., \$2.50.
How to Visit the English Cathedrals, Esther Singleton, Dodd, Mead & Co., \$2.50.
The Colour of Paris, M. Lucien Descaves, Dodd, Mead & Co., \$6.50.
Storied Italy, Mrs. Hugh Fraser, Dodd, Mead & Co., \$4.00.
Unknown London, Walter G. Bell, Dodd, Mead & Co., \$2.00.
The Riviera of the Corniche Road, Sir Frederick Treves, Funk & Wagnalls, \$6.00.
Up the Seine to the Battlefields, Anna Bowman Dodd, Harper & Bros., \$3.50.
The Lure of the Mediterranean, Albert Bigelow Paine, Harper & Bros., \$3.00.
A Little Swiss Sojourn, William Dean Howells, Harper & Bros., 75c.
Seven English Cities, William Dean Howells, Harper & Bros., \$3.00.
Romance of the Italian Villas, E. W. Champney, G. P. Putnam's Sons, \$5.00.
Rome of Today and Yesterday, J. Dennie, G. P. Putnam's Sons, \$4.50.
A Month in Rome, A. Maurel, G. P. Putnam's Sons, \$3.00.
A Fortnight in Naples, A. Maurel, G. P. Putnam's Sons, \$3.00.
French Life in Town and Country, Hannah Lynch, G. P. Putnam's Sons, \$2.50.
Dutch Life in Town and Country, P. M. Hough, G. P. Putnam's Sons, \$2.50.
Swiss Life in Town and Country, A. T. Story, G. P. Putnam's Sons, \$2.50.
Spanish Life in Town and Country, L. Higgin, G. P. Putnam's Sons, \$2.50.
Italian Life in Town and Country, Luigi Villari, G. P. Putnam's Sons, \$2.50.
Danish Life in Town and Country, J. Brochner, G. P. Putnam's Sons, \$1.50.
Belgian Life in Town and Country, D. C. Boulger, G. P. Putnam's Sons, \$1.50.
Swedish Life in Town and Country, G. von Heidenstam, G. P. Putnam's Sons, \$1.50.
Cathedrals and Cloisters of the South of France, Elise E. Rose and Vida Hunt Francis, G. P. Putnam's Sons, \$7.50.
Cathedrals of Midland France, Elise E. Rose and Vida Hunt Francis, G. P. Putnam's Sons, \$7.50.
Cathedrals and Cloisters of Northern France, Elise E. Rose and Vida Hunt Francis, G. P. Putnam's Sons, \$7.50.
Spain and Morocco, H. T. Finck, Chas. Scribner's Sons, \$1.25.
How to See Switzerland, Fred'k Dossenbach, G. E. Steckert, \$2.50.
Unvisited Places of Old Europe, Robert Shackleton, Penn Publishing Co., \$4.00.



Shake It
Into Your
Shoes

Sprinkle It
Into Your
Foot-Bath

ALLEN'S FOOT-EASE

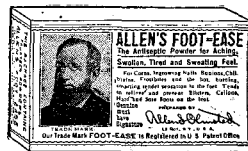
The Antiseptic, Healing
Powder for the Feet

Takes the friction from the shoe, relieves the pain of corns, bunions, callouses and sore spots, freshens the feet and gives new vigor.

Makes Tight or New Shoes Feel Easy

At night when your feet are tired, sore and swollen from walking or dancing, sprinkle Allen's Foot-Ease in the foot-bath and enjoy the bliss of feet without an ache.

Over One Million five hundred thousand pounds of Powder for the Feet were used by our Army and Navy during the war.

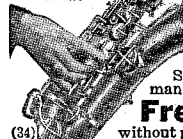


In a Pinch, use ALLEN'S FOOT-EASE

Easy to Play Easy to Pay BUESCHER

Saxophone Book Free

Tells when to use Saxophone—singly, in sextets or in regular bands; how to transpose collections in orchestra and many other things you would like to know.



True-Tone Saxophone

Easiest of all wind instruments to play and one of the most beautiful. You can learn the scale in an hour's practice and play popular music in a few weeks. You can take your place in a band within 90 days, if you so desire. Unrivaled for home entertainment, church, lodge or school. In big demand for orchestra dance music. The portrait above is of Donald Clark, Soloist with the famous Paul Whiteman's Orchestra.

Free Trial

You may order any Buescher Instrument without paying one cent in advance, and try it six days in your own home, without obligation. If perfectly satisfied, pay for it on easy payments to suit your convenience. Mention the instrument interested in and a complete catalog will be mailed free.

BUESCHER BAND INSTRUMENT CO.
Makers of Everything in Band and Orchestra Instruments
1934 BUESCHER BLOCK ELKHART, INDIANA

WALLPAPER

\$1.12
Will
Paper
a
Room

1,000,000 ROLLS
12 Single Rolls of Side Wall—6 Single Rolls Ceiling Paper and 20 yards of Border of our "Granite" and "Block" patterns will paper Room 12x14, 9 ft. high. Write for Free Sample Catalog of 50 new designs and colorings.

Martin Rosenberger, 264 ROSENBERGER BUILDING Cincinnati, Ohio

Lame People Need my Nature-
Shoe. Makes both feet look alike. form Extension
Ready made Shoes worn. Stylish, comfortable and secure. Thousands of pleased wearers. Write for Booklet
L. D. SINN, 748 Bergen St., Newark, N.J.

INVENTORS Who desire to secure patent should write for our guide book "HOW TO GET YOUR PATENT." Send model or sketch and description of your invention and we will give opinion of its patentable nature.

RANDOLPH & CO., Dept. 171, Washington, D. C.

No Soap Better —For Your Skin— Than Cuticura

Sample each (Soap, Ointment, Talcum) free of Cuticura Laboratories, Dept. 7, Malden, Mass.

Vanished Towers and Chimes of Flanders, Geo. Wharton Edwards, Penn Publishing Co., \$7.50.
Belgium, Old and New, Geo. Wharton Edwards, Penn Publishing Co., \$7.50.
Holland of Today, Geo. Wharton Edwards, Penn Publishing Co., \$7.50.
Alsace-Lorraine, Geo. Wharton Edwards, Penn Publishing Co., \$7.50.

TRANSATLANTIC ROUTES

<i>Sailings from New York</i>	<i>Lines</i>
Plymouth, Cherbourg and Hamburg	American Line
Mediterranean and Adriatic ports	Consulich Line
Cherbourg and Southampton; Plymouth, Cherbourg and Hamburg; Queenstown and Liverpool; London-derry and Glasgow; Mediterranean Ports	Cunard-Anchor Line
Lisbon, Palermo, Naples, Piraeus, Marseilles	Fabre Line
Plymouth and Havre	French Line
Plymouth, Boulogne and Rotterdam	Holland-America Line
Naples and Genoa	Lloyd Sabaudo
Piraeus	National Steam Navigation Co., Ltd. of Greece
Azores and Italian Ports	Navigazione Gen. Italiana
Bremen	North German Lloyd
Hamburg	Hamburg-American Line
Bergen, Stavanger, Kristiansand and Kristiania	Norwegian-America Line
Plymouth, Cherbourg and Antwerp	Red Star Line
Antwerp and Danzig	Polish Nav. Co.
Cherbourg, Southampton and Hamburg	Royal Mail Steam Packet
Hamburg, Danzig and Libau	Baltic-American Line
Christiansand, Christiania and Copenhagen	Scandinavian-American Line
Cadiz and Barcelona	Spanish Royal Mail Line
Gothenburg	Swedish-American Line
Naples and Genoa	Transatlantica Italiana
Plymouth, Boulogne and Hamburg	United American Lines
Plymouth, Cherbourg and Bremen; Plymouth, Cherbourg and London; Queenstown and Bremen; Bremen and Danzig	United States Lines
Queenstown and Liverpool; Cherbourg and Southampton; Azores and Mediterranean Ports	White Star Line
Mediterranean and Black Sea Ports	Ottoman-America Line
<i>Sailings from Boston</i>	
Queenstown and Liverpool; Londonderry, Liverpool and Glasgow	Cunard Line
Queenstown and Liverpool	White Star Line
<i>Sailings from Montreal</i>	
Quebec and Liverpool	White Star-Dominion Line; Cunard Line
Liverpool	
Glasgow	
Plymouth, Cherbourg and London	
Liverpool; Glasgow; Southampton and Antwerp; Cherbourg, Southampton and Hamburg	Canadian Pacific Steamships, Limited
<i>Sailings from Philadelphia</i>	
Queenstown and Liverpool	White Star Line



The Price You Pay

For dingy film on teeth

Let us show you by a ten-day test how combating film in this new way beautifies the teeth.

Now your teeth are coated with a viscous film. You can feel it with your tongue. It clings to teeth, enters crevices and stays. It forms the basis of fixed cloudy coats.

That film resists the tooth brush. No ordinary tooth paste can effectively combat it. That is why so many well-brushed teeth discolor and decay.

Keeps teeth dingy

Film absorbs stains, making the teeth look dingy. Film is the basis of tartar. It holds food substance which ferments and forms acids. It holds the acids in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea. Thus most tooth troubles are now traced to film. And, despite the tooth brush, they have constantly increased.

Attack it daily

Careful people have this film removed twice yearly by their dentists. But the need is for a daily film combatant.

Now dental science, after long research,

has found two ways to fight film. Able authorities have proved their efficiency. A new-type tooth paste has been perfected to comply with modern requirements. The name is Pepsodent. These two film combatants are embodied in it, to fight the film twice daily.

Two other effects

Pepsodent also multiplies the starch digestant in saliva. That is there to digest starch deposits which otherwise may cling and form acids.

It multiplies the alkalinity of the saliva. That is Nature's neutralizer for acids which cause decay.

Thus every use gives multiplied effect to Nature's tooth-protecting agents in the mouth. Modern authorities consider that essential.

Millions employ it

Millions of people now use Pepsodent, largely by dental advice. The results are seen everywhere—in glistening teeth.

Once see its effects and you will adopt it too. You will always want the whiter, cleaner, safer teeth you see. Make this test and watch the changes that it brings. Cut out the coupon now.

Pepsodent PAT OFF
REG. U.S.

The New-Day Dentifrice

Endorsed by modern authorities and now advised by leading dentists nearly all the world over. All druggists supply the large tubes.

10-Day Tube Free 830

THE PEPSODENT COMPANY,
Dept. 43, 1104 S. Wabash Ave., Chicago, Ill.

Mail 10-day tube of Pepsodent to

ONLY ONE TUBE TO A FAMILY



Why the Judge Named a Trust Company

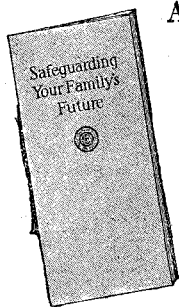
I NAMED a trust company in my will, as executor and trustee of my estate," writes Judge W., "for reasons which appealed to me so strongly that I do not hesitate to give them:

"*First:* I wanted the appointment of my executor to be a permanent one, not to be upset by the death of any friend that I might choose to act in that capacity, either before or after my demise—the former necessitating revising my will, the latter resulting in the appointment by the court of an administrator of my affairs of whom I could know nothing.

"*Second:* I desired the security offered by the resources and experience of a trust company.

"*Third:* I wanted the settling of my affairs on a strictly business basis, and under the management of men whose business it is to do such work and whose sole object is to comply with the provisions of my will, swayed by neither affection, prejudice nor personal gain or hope of it.

"I named a trust company as executor and trustee of my will, because I wanted the sense of security that comes with knowing that the provisions of one's will surely will be faithfully and efficiently carried out."



Ask a Trust Company for this Booklet

Today, ask a trust company for a copy of "Safeguarding Your Family's Future," which explains the duties of an executor and trustee and why you should name a trust company. If a trust company is not near you, write to the address below for a copy of the booklet.

**TRUST COMPANY DIVISION
AMERICAN BANKERS ASSOCIATION
FIVE NASSAU STREET, NEW YORK**

INVESTMENTS ▼ AND ▼ FINANCE

MUST BUSINESS BE ALWAYS UP OR DOWN?

AN intelligent camel, so the story goes, was once asked by his master whether he would prefer to travel uphill or downhill. His answer was to the general effect that he preferred the long level road over the desert, and that he hoped it was still open. This is the point of view which was expressed some months ago by many business writers who at that time seriously suggested "the feasibility of preventing the excessive swings from prosperity to depression or of bringing down the peaks and filling up the valleys of the business curve." Such suggestions, says Mr. William O. Scroggs, the economist, in the financial section of the New York *Evening Post*, generally made more impression on the economist or statistician than on the average business man, whose usual reaction was: "Give me the peaks and I'll take my chances with the valleys." Indeed, continues the writer,

There was a quite prevalent belief at the time that the way to bring about a return of prosperity was to start the general level of prices to swinging upward again. There is not such a keen desire for higher prices to-day as there was then. Business men realize that wage adjustments and smaller earnings by practically all groups will prevent purchasing power from keeping pace with advancing prices, and that any immediate return of inflation will mean only the repetition of the vicious circle of higher prices, higher wages and production costs, and then still higher prices, and so on. So long as this feeling persists, there is little prospect of a resumption of the extreme swings of the business curve.

There is no reason to suppose that the present feeling will last indefinitely. As the various steps in readjustment are completed the desire for a boom will reassert itself.

In fact, a rather feeble call for one is already beginning to be heard. When production costs are brought down to a minimum, business will again experience the tonic effect of a wider margin of profits and will take on new life.

Now this, of course, is just what everybody wants to see, but, as Mr. Scroggs puts the question, "once we have again entered upon the expansionist phase, how far should we go?"

It is just when the country persuades itself that it has entered upon a prolonged period of good times that the way is beginning to be paved for a return of hard times.

Hence the significance of the statement that if we would avoid the troughs of depression we must keep off the peaks of inflation. As business again takes the upward path the time is propitious for its leaders to consider ways and means for making the business curve somewhat smoother. When once the boom psychology gathers headway it will be too late.

IS THE FAIRER SEX ALSO THE THRIFTIER SEX?

AS far as the average woman is concerned it would seem that she spends less on her clothes than the average man and is, on the whole, a better saver. At least, so reports a statistician—a woman, by the way—who is in charge of the Home Service Department of the Bridgeport Savings Bank. This institution is the second savings bank in the country to install such a department, and in connection with it has been making a careful research into the spending habits of the people in the important New England industrial center in which it is located. It was discovered that women whose husbands earn between \$2,000 and \$3,000 a year are much more economical with their clothes than men, at least that seems to be the case in Bridgeport. But it also seems that when the family incomes rise above \$4,000 the feminine impulse toward economy weakens and the wives are apt to spend on dress more than they can afford. As the investigator's statements made at a recent bankers' convention are summarized in a dispatch to the New York *Times*, the explanation is that these women have no very extensive social duties, and therefore need but a modest outlay of clothing, while their husbands are forced to meet the public and look presentable. But it is added that the men are really more extravagant in the way of fine feathers than they need to be. These \$2,000 to \$3,000 a year husbands not only dress more expensively than their wives, we are told, but also spend more on such "luxuries" as lunches, cigars and amusements. "Women whose husbands earn under \$4,000 a year are far behind men in their expenditure on clothing, but," it is asserted, "above that they are larger investors in glad raiment." On this *The Times* comments editorially in not too serious a vein:

That the dividing line should be at just this point is curious, but, accepting it as correct, women in far greater numbers than men must be of thrifty habit, and the familiar charge against them as a sex that they do not know the value of money and how hard it is to get must be unjust.

That no end of men who earn less than \$4,000 a year spend money extravagantly is a fact too familiar to be questioned. They submit to compulsions toward expenditures useless or worse far oftener than women do, and they are not as well able to distinguish between economy and meanness. This, however, is not always their own fault. Occasionally they are permitted, if not encouraged, to be lavish by the charming objects of their admiration and pursuit.

But that, of course, applies only to young men—the unmarried ones. Husbands, at least in the United States, are safe from all such temptations toward a noble carelessness with their cash.



4½% on Savings



New U. S. Treasury Savings Certificates offer an unusual opportunity to save systematically

THE United States Government, through the Treasury and Post Office Departments, has announced a sure way to help men and women everywhere who want to save money and make it earn more.

Treasury Savings Certificates, New Issue, are now added to the previous offerings of Government securities for investment of savings. These new Treasury Savings Certificates will earn 4½ per cent a year, compounded semi-annually, if held to maturity.

The Certificates may be redeemed before maturity at redemption prices which increase from month to month, as stated on the backs of the Certificates, yielding about 3½ per cent interest, compounded semi-annually.

Issued in denominations within the reach of all. At present prices you can buy a \$25 Certificate for \$20, a \$100 Certificate for \$80, or a \$1000 Certificate for \$800. Each matures in five years from date of issue, earning 2½ per cent for the full period of investment.

The New Way to Save

This is a new and simpler way to save methodically, devised primarily for weekly or monthly savings. If you can save \$20 per week or per month, these Certificates have an unusual earning capacity.

If you save less than \$20 per month, you can accumulate Postal Savings Stamps at 10 cents each, or Treasury Savings Stamps at \$1 each, both non-interest bearing. Or you can open an interest-bearing Postal Savings account. Then you can convert your savings into a Treasury Savings Certificate when you accumulate \$20.

Thus the Government offers the people an ideal system of saving—absolute safety, liberal interest, ready cash if withdrawn. Everybody can and should take advantage of this opportunity and learn how easy it is for savings to accumulate.

United States Treasury Savings Certificates may be purchased at Post Offices, Federal Reserve Banks, banks and trust companies, or direct from the United States Government Savings System, Treasury Department, Washington, D. C.

How Dollars Grow

Below are shown the results of investment in Treasury Savings Certificates—how your money grows when interest is compounded semi-annually. It shows how to make the money you work for, work for you. And all the time with absolute safety. Observe how soon you will earn 25 per cent—in only 5 years your \$20 becomes \$25, your \$80 becomes \$100, your \$800 becomes \$1000.

Issue Price	Value after one year	Value after two years	Value after three years	Value after four years	Maturity
\$20	\$20.70	\$21.45	\$22.20	\$23.00	\$25
80	82.80	85.80	88.80	92.00	100
800	828.00	858.00	888.00	920.00	1000

Liberal Interest

Treasury Savings Certificates present an ideal form of investment, fully protected, and with a liberal rate of interest. Each dollar saved earns 25 per cent in 5 years, which is at the rate of 4½ per cent a year, compounded semi-annually. If withdrawn before maturity you receive interest at the rate of 3½ per cent, compounded semi-annually.

Safety

These Certificates are a direct obligation of your government, the soundest investment conceivable, backed by the strength of the Nation. Your principal and interest are absolutely safe. Risk is eliminated. Certificates are registered in your name at time of purchase, protecting you against loss or theft.

Certain Value

The Certificates are not subject to market fluctuations and cannot depreciate in value. They are always worth what you paid for them plus the interest.

Payment on Demand

You can withdraw your money at any time, without waiting until maturity of the Certificates. This provides for any emergency. The Government, however, cannot call them for redemption before maturity.

Instant Popularity

These Treasury Savings Certificates are like United States Bonds, and thousands of people all over the land have hastened to take advantage of this new way of saving.

While much information is published on this page, you may desire additional details. Ask your Postmaster, or write to the United States Government Savings System, Treasury Department, Washington, D. C.

Become thoroughly posted on this unusual opportunity. Begin saving by this simpler, more profitable method, and let your dollars work for you.

Many Attractive Features

In addition to the advantages already listed, you will find many other attractions. For instance, any individual can buy Treasury Savings Certificates up to \$5000, face value, of any one series.

A new series is issued each year. Each member of the family can own up to \$5000 worth; likewise corporations, partnerships, associations, and joint-stock companies; or trustees; or two persons in the alternative, payable to either person or to the survivor; or an infant or infant's guardian; or the Certificates may be made payable to a beneficiary, that is, registered in the name of one person and upon his death payable to another.

The Certificates are exempt from State and local taxation (except estate and inheritance taxes) and from normal Federal income tax.

The Certificates are redeemable upon presentation and surrender, by mail or otherwise, to the Treasury Department, Washington, at the prices indicated in the table printed on the back of each Certificate.

Mail this coupon with remittance to the United States Government Savings System, Washington, D. C.

Application for Treasury Savings Certificates, New Issue

Enclosed find Check, Draft or Money Order for—

Number Desired \$25 Treasury Savings
Certificates, Price \$20 each \$
..... \$100 Treasury Savings
Certificates, Price \$80 each \$
..... \$1,000 Treasury Savings
Certificates, Price \$800 each \$

\$.....

Register in the name of and send to (Name)

.....

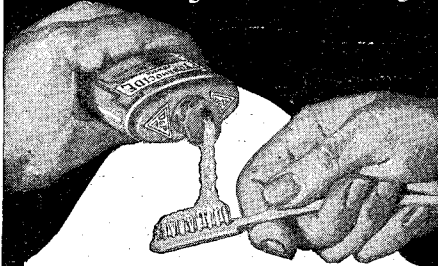
Street Address.....

City....., State.....

UNITED STATES GOVERNMENT SAVINGS SYSTEM
TREASURY DEPARTMENT, WASHINGTON, D. C.

PYORRHOCIDE POWDER

keeps the gums healthy



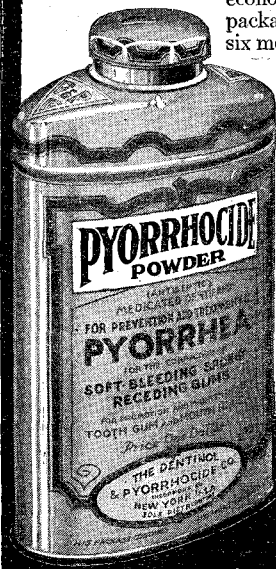
If your gums bleed, beware of
Pyorrhea

PYORRHEA will rob you of your teeth unless you check it promptly. It's a disease of the gums and the cause of loose teeth.

The sure way to check pyorrhea—or better still, to prevent it—is to see your dentist frequently and use Pyorrhocide Powder regularly.

The value of Pyorrhocide Powder has been proved by dental clinics devoted exclusively to pyorrhea research and treatment.

Use Pyorrhocide Powder for healthy gums and clean, white teeth. Dentists everywhere prescribe it. The economical dollar package contains six months' supply.



Sold by druggists and dental supply houses.
FREE SAMPLE
Write for free sample and our booklet on Prevention and Treatment of Pyorrhea.

The Dentinol & Pyorrhocide Co.
Inc.
Sole Distributors
1476 Broadway
New York

Sold by
Druggists
Everywhere

CLARK'S CRUISES by CAN. PAC. STEAMERS
Clark's 3rd Cruise, January 23, 1923
ROUND THE WORLD
Superb SS "EMPRESS OF FRANCE"
18481 Gross Tons, Specially Chartered
4 MONTHS CRUISE, \$1000 and up
Including Hotels, Fees, Drives, Guides, etc.

Clark's 19th Cruise, February 3
TO THE **MEDITERRANEAN**
Sumptuous SS "EMPRESS OF SCOTLAND"
25000 Gross Tons, Specially Chartered
65 DAYS CRUISE, \$600 and up
Including Hotels, Fees, Drives, Guides, etc.
19 days Egypt, Palestine, Spain, Italy, Greece, etc.
Europe stop-overs allowed on both cruises.
Europe and Passion Play Parties, \$500 up
Frank C. Clark, Times Building, New York.

LAW **STUDY AT HOME**
Become a lawyer. Legally trained men win high positions and big success in business and public life. Greater opportunities now than ever before. Be independent—be a leader. Lawyers earn \$3,000 to \$10,000 Annually.
We guide you step by step. You can train at home during spare time. Let us send you records and letters from LaSalle students admitted to the bar in various states. Money refunded according to our Guarantee. Send if dissatisfied. Degree of LL. B. conferred. Thousands of successful students enrolled. Low cost, easy terms. We furnish all text material, including fourteen-volume Law Library. Get our valuable 150-page "Law Guide" and "Evidence" books FREE. Send for them—NOW.
LaSalle Extension University, Dept. 652-L, Chicago

INVESTMENTS AND FINANCE Continued

UNEMPLOYMENT NO BETTER IN EUROPE

WHILE we are being told from time to time that conditions are improving in Europe, and while this is borne out by the advance of some of the foreign exchanges, the figures on unemployment show that the condition of industry is still very far from healthy. Taking Europe as a whole, says *The Wall Street Journal*, unemployment is about as bad as ever. Germany, Holland, Italy, Norway and Switzerland report an increase in the number of jobless, while other countries show little or no improvement. As we read in *The Wall Street Journal*:

England showed some improvement in February over January; percentage of unemployed among members of trade unions being 16.3 against 16.8. Total number of unemployed registered at employment exchanges of February 28 was 1,837,000, of whom 1,411,000 were men, 318,000 women, remainder boys and girls. Besides totally unemployed, on February 21 some 156,000 males and 110,000 females were working on short time. Changes in wage rates taking effect in February, in industries covered by reports, showed net reduction of £390,000 in weekly full-time wages of over 2,400,000 workers.

Unemployment in France, as reflected by employment exchanges, has decreased notably. It is now stationary. Crisis in unemployment which began in May, 1920, reached maximum in February-March, 1921, figures being as follows: 39,522, end of December, 1920; 89,289, end of February, 1921; 75,569, end of April; 37,226, July; 16,518, October; 9,602, December; 9,640, January, 1922; 9,244, February; 9,345, March 10. These figures do not give total unemployed, as part-time workers are not included, nor do they show unemployment figures for localities where no provision exists for unemployment funds. Moreover, in localities providing unemployment funds, figures are frequently not complete.

German figures, based on out-of-work donations, show increase from 164,958 on January 1 to 196,103 February 1. Returns from trade unions show that out of total membership of 5,797,753 some 190,614, or 3.3 per cent., were unemployed at end of January.

Holland reports that on February 11, 1922, there were 86,842 unemployed men and women seeking work. This was an increase of 10,000 in five weeks. Denmark gives 99,000 unemployed out of 280,000 workers reported on March 13.

Belgium's latest reports up to end of December show out of a total of 756,576 workers, reporting totally unemployed were 49,851; partly, 36,232. Percentage of totally unemployed was 6.6 per cent., contrasted with 7 per cent. in November.

On January 1 Italy had 541,779 persons totally unemployed, compared with 512,260 on December 1. Partly employed January 1 numbered 178,662 against 181,002 on December 1.

At the end of February, Norway reports unemployed numbering 47,200, compared with 41,500 on January 10. Sweden had 140,883 persons unemployed on December 31, or 33.2 per cent. of union membership. Percentage increased in January,



Corns? —just say Blue-jay to your druggist

Stops Pain Instantly

The simplest way to end a corn is Blue-jay. A touch stops the pain instantly. Then the corn loosens and comes out. Made in two forms—a colorless, clear liquid (one drop does it!) and in extra thin plasters. Use whichever form you prefer, plasters or the liquid—the action is the same. Safe, gentle. Made in a world-famed laboratory. Sold by all druggists.

Free: Write Bauer & Black, Chicago, Dept. 25, for valuable book, "Correct Care of the Feet."

PATENTS. Write for Free Guide Books and RECORD OF INVENTION BLANK. Send model or sketch of your invention for our Free opinion of its patentable nature.
Victor J. Evans & Co., 759 Ninth, Washington, D. C.

BECOME AN EXPERT STENOGRAPHER AND SPEED TYPIST

A profession that offers men and women rich rewards, fascinating work, big pay, and opens the way for promotion to high executive positions paying \$50 to \$100 a week and up. Many of America's biggest business men and women got their start because they mastered stenography. Demand for expert stenographers and typists always exceeds the supply at salaries of from \$50 to \$50 a week. The Tulloss New Way makes you an expert, one who can start in at a large salary. Complete course in shorthand and typewriting, new principles, insures exceptional speed and accuracy. You can write shorthand the new way 125 to 150 words a minute. You can typewrite 80 to 100 words a minute and with this speed goes accuracy and ease of operation—no fatigues as with the old way. Remarkable methods—remarkable results. You learn faster the Tulloss New Way. No previous stenographic schooling necessary. Train at home during your spare time. Only about half usual cost—you will become a far more efficient stenographer—worth more money than the average right from the start. If already a stenographer you nevertheless need New Way training in speed typewriting, for no matter how good you are in shorthand, you can never expect the high salaried position until you get speed, real speed and accuracy on a typewriter. Quickly acquired in ten easy lessons. Will send you free our amazing book, "How to Be a Big Man's Right Hand." It tells how business men choose their private secretaries, how they advance them to executive positions. Send postal or letter and indicate whether you are interested in the complete stenography course or simply speed typewriting. No obligation—write today.

THE TULLOSS SCHOOL, 635 College Hill, Springfield, Ohio

FORD OWNERS!

LEARN ABOUT WONDERFUL NEW POWER MAKER.
Practically eliminates spark lever—stops misfiring—adds power and speed—saves gas and is waterproof. It is a wonderful new ignition system now in use on several of America's high-grade motor cars and built by the biggest concern of its kind. Price is low. Ask for booklet and learn about FREE TRIAL OFFER.

AMERICAN BOSCH MAGNETO CORPORATION
Box 1033
Brightwood, Mass.

Allen's Foot-Ease Walking Doll

The cleverest advertising novelty of the season is the Allen's Foot-Ease Walking Doll, advertising Allen's Foot-Ease, the Antiseptic, Healing Powder for tender, smarting, swollen feet. Every Drug Store has a supply of these Foot-Ease Walking Dolls to give away FREE. If your druggist has failed to receive his supply he can get them by sending a postal to Allen S. Olmsted, care of Allen's Foot-Ease, Le Roy, N. Y.

Ask your Druggist to-day.

THE BACHE REVIEW

Clear, condensed information weekly, on situation in business and financial world. Valuable to investors and business men.

Free on Application

J. S. BACHE & CO.
Members New York Stock Exchange

42 Broadway, New York

1922, to 35.6 per cent. January 31, 1921, gave 20.2 per cent. only.

Conditions in Switzerland do not improve, and unemployment figures show a steady trend upward. Compared with December, 1920, when 65,259 were partially and wholly unemployed; and in January, 1921, when there were 106,574, January, 1922, record stood at 145,761. Figures up to January 14 show that Vienna contained 27,000 unemployed, as against 18,000 at beginning of 1922.

EXCHANGES UNAFFECTED BY GENOA

ALTHO the Genoa Conference discuss matters of the highest import, financial and economic, affecting practically all of Europe, the effect of the successive crises upon foreign exchange quotations was practically negligible, *The Wall Street Journal* notes. In fact, it seems to be of the opinion that the chief currencies would have fluctuated in just about the same way if there had been no conference at all. The financial editor of the *New York Evening Post* suggests that "financial quarters foresaw the futility of the Conference, and consequently are not discouraged at its failure." Closing demand quotations for April 10 and May 16 and the high and low points reached between those periods for the more important European currencies are set down by *The Wall Street Journal* as follows:

	April 10	High	Low	May 16	Net Inc.
Sterling	\$4.413 $\frac{1}{4}$	\$4.443 $\frac{1}{4}$	\$4.407 $\frac{1}{2}$	\$4.443 $\frac{1}{4}$	\$.03
Francs	.0924 $\frac{1}{2}$	.0937	.0898	.0914	*.0009 $\frac{1}{2}$
Lire	.0542 $\frac{1}{2}$	.0555 $\frac{1}{4}$	.0520 $\frac{1}{4}$	.0528	*.0014 $\frac{1}{2}$
Marks	.0035	.0043 $\frac{3}{4}$	.0032 $\frac{1}{2}$	.0035 $\frac{1}{2}$	.0000 $\frac{1}{2}$
Belgium	.0857	.0864 $\frac{1}{2}$	.0820 $\frac{1}{2}$	.0832	*.0025

*Decrease.

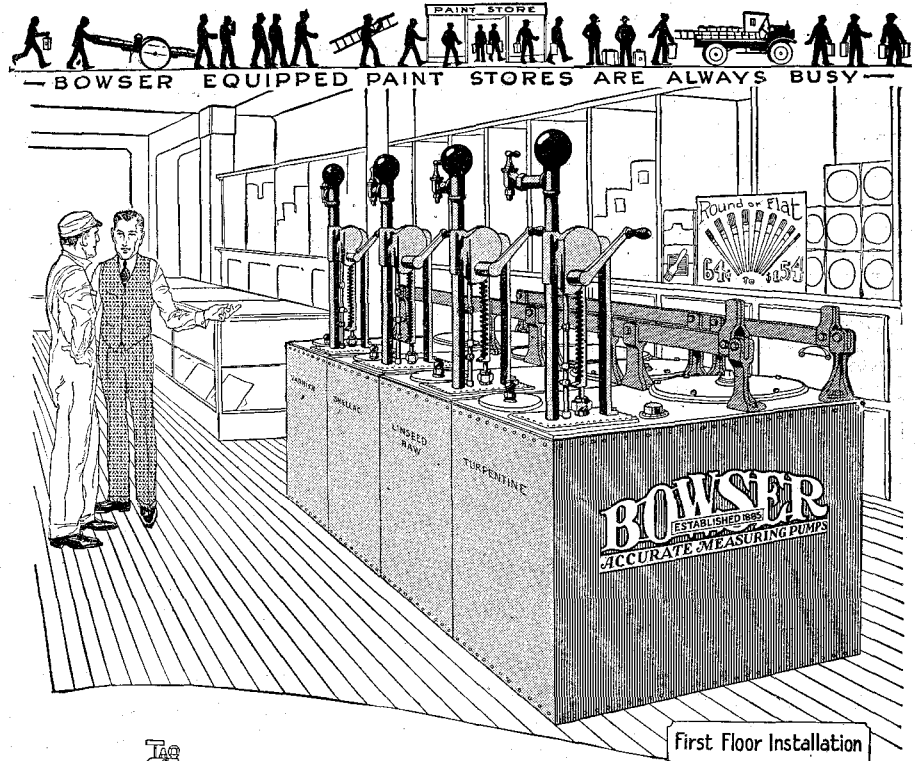
On these figures *The Wall Street Journal* then comments:

Increase of \$.03 in sterling since opening of the Conference is generally attributed to presentation of the British budget for next year, and to approval of financial program. Fluctuations have been small, and seemingly paid no attention to Genoa.

Marks underwent practically no net change during the Conference, altho fluctuations were large. High point of \$.0043 $\frac{3}{4}$ reached was due to the Russo-German treaty and to J. P. Morgan's acceptance of the invitation to sit on the commission which is to consider the German loan. However, as the gain was due to sentiment which caused increased speculation, the inevitable reaction carried the mark to its former level.

Francs, lire and Belgian francs have moved practically in unison, and have been rather sensitive to developments at the Conference. High points were reached on Easter Monday, which was a holiday in Europe, and represented American sentiment only. The low points resulted from the first serious split in allied ranks at Genoa, but rates recovered partly soon after.

Bankers who were bullish on exchange before the Conference claim that unfavorable sentiment created there kept the three Latin exchanges from rising in the same proportion as sterling, but prevalent opinion is that all of them, with the possible exception of lire, were and are selling as high as conditions warranted, and that only the narrow market allowed for the movements which did take place.



Make Your Next Paint Job Last Longer

Paint oil stored in drums and barrels soon accumulates "foots and fats," as the painters say, and then will not penetrate, but stays on the surface. This means that, very soon, the paint begins to peel—and the money you spent is partly wasted.

On the other hand, paint oil that is stored in Bowser sealed tanks, and delivered through Bowser measuring pumps, is in prime condition, even after long storage.

Buy from the store that has Bowser equipment. You are then sure that your paint will be fresh, of full original body, of high penetrative qualities—the best that money can buy.

Paint Dealers: Write for booklet on paint oil storage and sales equipment.

S. F. Bowser & Co., Inc.

Pioneer Manufacturers of Self-Measuring Pumps

Home Plant: Fort Wayne, Indiana

Canadian Plant: Toronto, Ontario

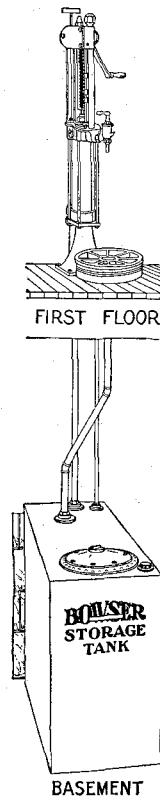
Factories and Warehouses: Albany, Dallas, San Francisco, Sydney, Toronto

District Offices: Albany, Atlanta, Chicago, Dallas, Denver, Detroit, Minneapolis, New York, Philadelphia, Pittsburgh, St. Louis, San Francisco, Toronto. Representatives Everywhere.

Branch Offices, with Service Departments, in Principal Cities Abroad

BOWSER
ESTABLISHED 1885

ACCURATE MEASURING PUMPS



Bowser Products

For Handling Gasoline and Oils Wherever Sold or Used

Filling Station Pumps and Tanks for Gasoline.

Portable Tanks for Oil and Gasoline.

Storage and Measuring Outfits for Paint Oils, Kerosene and Lubricating Oils.

Carload Oil Storage Tanks.

Power Pumps.

Dry Cleaners' Underground NapthaClarifying Systems.

Richardson-Phenix Oil Circulating and Filtering Systems and Force Feed Lubricators.

Write for Booklets

W. L. DOUGLAS

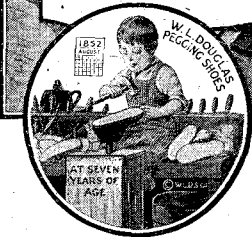
FOR MEN AND WOMEN

\$7.00 & \$8.00 SHOES
ALSO MANY STYLES AT \$5.00 & \$6.00

YOU CAN ALWAYS
 SAVE MONEY BY WEARING
 W. L. DOUGLAS SHOES
 SOLD DIRECT FROM FACTORY
 TO YOU AT ONE PROFIT



THE STAMPED PRICE
 IS YOUR PROTECTION
 AGAINST
 UNREASONABLE PROFITS

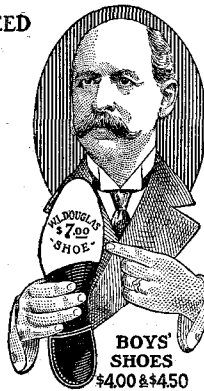


W. L. DOUGLAS PRODUCT IS GUARANTEED
 BY MORE THAN FORTY YEARS
 EXPERIENCE IN MAKING FINE SHOES

They are made of the best and finest leathers, by skilled shoemakers, all working to make the best shoes for the price that money can buy. The quality is unsurpassed. Only by examining them can you appreciate their wonderful value. Shoes of equal quality cannot be bought elsewhere at anywhere near our prices.

Our \$7.00 and \$8.00 shoes are exceptionally good values. W. L. Douglas shoes are put into all of our 108 stores at factory cost. We do not make one cent of profit until the shoes are sold to you. It is worth dollars for you to remember that when you buy shoes at our stores **YOU PAY ONLY ONE PROFIT.**

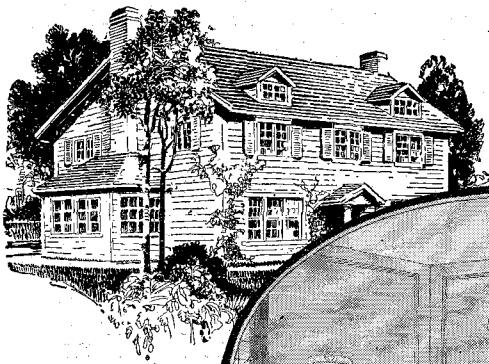
No matter where you live, shoe dealers can supply you with W. L. Douglas shoes. They cost no more in San Francisco than they do in New York. Insist upon having W. L. Douglas shoes with the name and retail price stamped on the sole. Do not take a substitute and pay extra profits. Order direct from the factory and save money.



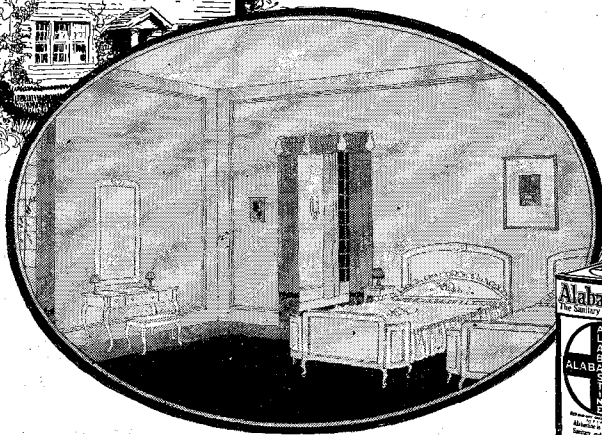
W. L. Douglas name and portrait is the best known shoe Trade Mark in the world. It stands for the highest standard of quality at the lowest possible cost. The intrinsic value of a Trade Mark lies in giving to the consumer the equivalent of the price paid for the goods.

Catalog Free.

W. L. Douglas
 President
 W. L. Douglas Shoe Co.,
 161 Spark St., Brockton, Mass.



*Pleasing walls
 for tasteful homes*



Make the walls of your home indicate your good taste by decorating in the exact color to best harmonize with your rugs and furnishings—soft mat-like finishes in any one of the myriad of tones and tints produced by mixing or intermixing the standard colors of

Alabastine

Instead of Kalsomine or Wall Paper

Alabastine comes in five pound packages. It is in powdered form. One package mixed with two quarts of pure water either hot or cold makes a wall coating which can be applied with a suitable brush to any interior surface. Alabastine is artistic, sanitary, economical and can be obtained at almost any store selling paints.

ALABASTINE COMPANY, 633 Grandville Avenue, Grand Rapids, Mich.

Ask Your Dealer About the Alabastine Opaline Process



The Cross and circle is printed in red on every genuine package.

INVESTMENTS AND FINANCE

Continued

THE GROCER'S NINETEEN PER CENT.

AN INQUIRY was made not long ago into the grocer's margin of profit, the results of which are likely to surprise those consumers who have been wrathful over the alleged "spread" between wholesale and retail prices. These figures, which were gathered in connection with the work of a Congressional inquiry, are made public by the National Association of Retail Grocers. The report, as quoted in a Kansas City dispatch to the Philadelphia *Retail Public Ledger*, shows that:

The difference between the cost to the grocers and the price at which they were sold, by the 185 grocers reporting on the thirty-seven activities enumerated on the schedule, shows a gross margin of 19 per cent. during the month of October, 1921.

This margin represents the figured price and does not make allowance for the element of natural shrinkage, which will, of necessity, reduce it somewhat. It is plain to see, therefore, that the margins charged by the retail distributor on the articles which the commission is investigating, are indeed not excessive and conclusively proves our statements that they are fair and reasonable and not out of line with the present cost of doing business.

It appeared from the questionnaire that the cost of doing business for the average grocer was about 15 per cent. of the gross margin. This would show a possible net profit of 4 per cent., from which would have to come the natural shrinkage, credit losses and pilfering which of necessity creep into any and all retail grocery operations and always make the net profit materially less than the figures which might be anticipated. The writer states that many grocers failed to report various items of expense and he thinks that if every individual return was minutely analyzed it would be found "that the average is 2 per cent. more than the 15 per cent. indicated."

IS WASHINGTON BECOMING THE BUSINESS CAPITAL OF AMERICA?

WASHINGTON has become the business as well as the political capital of the nation, asserts a writer in *Forbes Magazine*, who points out that:

Out of the more than 200 organizations which now maintain Washington headquarters, one-third to one-half are business organizations. Some of them, like the National Manufacturers' Association, the forerunner of all business establishments in Washington, cover more than one industry. The United States Chamber of Commerce, for example, represents practically all business, as it is the Washington headquarters for virtually all the chambers of commerce in the country, and in its membership are individuals from all lines of industry. It is now erecting a large office building to house its rapidly expanding activities; and the structure is already being referred to as the "Business Capitol" of the United States.

CURRENT EVENTS

FOREIGN

May 17.—The French Government accepts the proposal of the British Government for an international inquiry into Turkish atrocities.

In a pitched battle between police and soldiers and Sinn Fein gunmen in Belfast one man is killed and five are wounded.

May 18.—Michael Collins, Chairman of the Irish Free State Government, and Eamon De Valera, leader of the Republicans, confer in an effort to bring peace between the two parties. Meanwhile disorders in Belfast result in the death of six men and the wounding of several.

May 19.—The Genoa Conference ends with the following accomplishments: an eight months' European and Near Eastern truce embodied in a provisional pact of non-aggression; agreement to meet and discuss Russian affairs at The Hague not later than June 20; approval of proposals for further conference, and the Russo-German treaty, not on the agenda.

Lady Rhondda's claim to a seat in the House of Lords is rejected by the Committee on Privileges, which reverses its former decision.

Michael Collins and Eamon De Valera report to the Dail Eireann that they have failed to reach an agreement. Seven persons are killed and nearly a dozen wounded in outrages in Belfast.

Italy and Jugo-Slavia have reached an agreement by which Fiume is acknowledged as an independent state and a commercial treaty is completed between the two countries.

May 20.—The Free State and De Valera factions reach an agreement under which a coalition ticket will be submitted to the voters, the balance of power remaining with the Free Staters.

Leonid Krassin, Russian Bolshevik representative in London, is appointed Soviet Ambassador to Germany, according to a dispatch from Berlin.

May 21.—Ninety people, including two American missionaries on their way to India, are lost when the Peninsula and Oriental line steamer *Egypt* sinks off the Island of Ushant after a collision with the French freighter *Seine*.

Incendiarism, bombing and shooting mark the week-end in Belfast. Thirteen people are reported to have been killed, bringing the total for the week up to thirty-five.

Russian batteries in the Black Sea are reported to have sunk the Italian steamship *Marte*. Half the crew is said to have been killed.

May 22.—W. T. Twaddell, member of the Ulster Parliament from West Belfast, is shot to death by gunmen.

A rebellion of eight hours' duration in Nicaragua is put down by a handful of American marines without firing a shot.

DOMESTIC

May 17.—Gifford Pinchot, who was a political disciple of Theodore Roosevelt, wins the Republican nomination for governor of Pennsylvania over Attorney-General George E. Alter.

Fifty-five thousand square miles of land in Louisiana and Mississippi are over-

KIMBALL

"Quality made the name—the name insures the quality"

THE KIMBALL is the realization of an ideal—the fulfillment of an ambition to create an instrument of exceptional merit. Place a KIMBALL in your home and you make a generous contribution to the happiness of the entire household. Its sweetness of tone will delight the ear, and its physical beauty will charm the eye.

Descriptive catalogs, also nearest dealer's address, sent to you on request

W. W. KIMBALL Co.

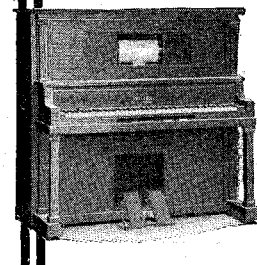
(Established 1857)

Factory and Executive Offices: CHICAGO, U.S.A.

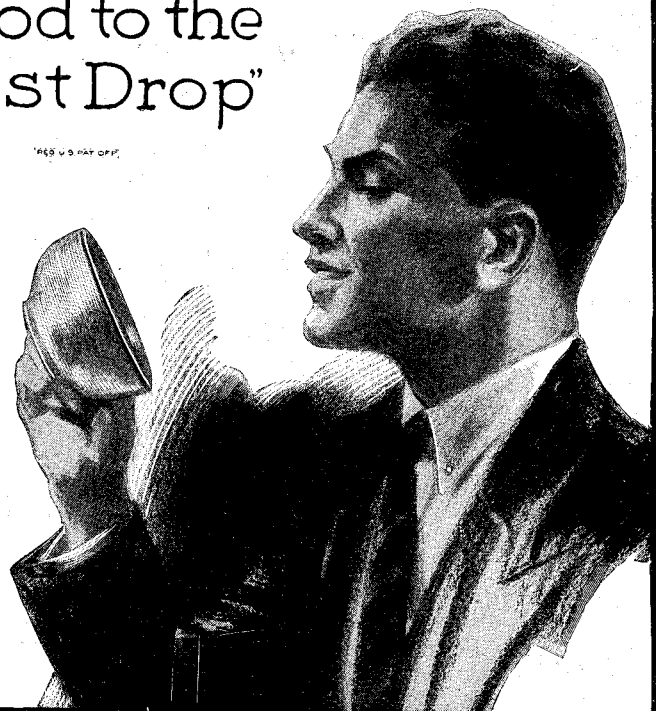


The KIMBALL includes:

Grand Pianos
Upright Pianos
Player Pianos
Phrasonome Pianos
Reproducing Pianos
Phonographs
Pipe Organs
Music Rolls



"Good to the Last Drop"



MAXWELL HOUSE
COFFEE

Also Maxwell House Tea
CHEEK-NEAL COFFEE CO.
NASHVILLE · HOUSTON · JACKSONVILLE · RICHMOND · NEW YORK





THE
HALLMARK
OF BETTER QUALITY

ATHLETIC UNION SUITS For Those Who Appreciate Quality

Not every underwear trademark
deserves the honor of being worn
by the discriminating man.

The quality and fit of
HALLMARK Ath-
letic Underwear en-
titles it to be worn by
men who are accus-
tomed to choosing
for themselves—only
the best—in all that
concerns their per-
sonal attire.

Tailored by Troy's Master Craftsmen
RETAILS AT \$1.15 AND UP
HALL, HARTWELL & CO., Troy, N. Y.
Makers of **HALLMARK** Shirts, MARK
TWIN and SLIDEWELL Collars

Mullins
Stamping Stand
Terrific Strains

STRENGTH—without useless weight—
was the problem! So, when the war
department needed an immense quantity of
Handley-Page airplanes, government experts
selected the Mullins plant to make the most
intricate metal parts. Mullins produced
difficult, accurate dies, tools and hundreds
of thousands of stamped metal parts in
record breaking time.

For 40 years we have made all kinds of metal
stampings for America's greatest industries.
We are equipped to do your stamping quicker,
better and more economically.

Before you buy metal stampings of any kind
—for any purpose—let our engineers co-
operate with you in solving your problems.

Write for the Mullins book
of unusual achievements.

MULLINS
BODY CORPORATION

1014 Mill St. Salem, Ohio

Vanadium Steel
Fitting designed
for Handley-Page
bombing plane.

CURRENT EVENTS

Continued

flowed by flood or backwater from the Mississippi River, according to a statement by Joseph C. Logan, Assistant Manager in the Southern Division of the American Red Cross.

The House of Representatives authorizes an appropriation of \$150,000 to remodel and furnish the J. P. Morgan home in London, donated to the Government for use as the American Embassy.

Representative Fitzgerald, of Ohio, introduces in the House a resolution proposing an amendment to the Constitution to uphold the validity of the child labor law recently declared by the United States Supreme Court to be unconstitutional.

Ordinary Government expenditures for the ten months of the present fiscal year fell off by nearly \$1,500,000 as compared with the corresponding period of last year, while public debt disbursements declined more than \$1,000,000,000, according to a statement issued by the Treasury.

May 18.—Forty-one steel manufacturers dine and confer with President Harding at the White House, and approve in principle the President's suggestion for the abolition of the twelve-hour day.

Fifty operators of non-union and open-shop coal mines, after listening to a warning from Secretary Hoover that the Government may be forced to run the industry, adopt a plan requiring the creation of clearing-house committees in the coal-producing districts, made up of operators, consumers and representatives, and a Government agent who will see that coal is sold direct to consumers and that prices are reasonable. A call is issued for another and larger meeting to ratify the plan.

Secretary Hughes sends a memorandum to Ambassador Child at Genoa, instructing him to inform the Powers that the American Government holds that political recognition of Russia can not come before the economic problems of that country are met and solved, and otherwise to clarify the American response to the invitation to attend the Conference at The Hague.

May 19.—Two men are killed and seven are seriously injured by an explosion following an experiment with liquid air at Harvard University.

May 20.—Two negroes are lynched in Texas, making a total in that State of four lynchings in three days.

Nineteen railroad executives confer at a dinner with President Harding on the question of voluntarily reducing railroad rates, and refer the matter to a special committee from their membership.

May 21.—Secretary Hoover issues a call for a conference on May 31, of all the soft-coal mine operators whose mines are still producing, with a view to holding down soft-coal prices.

May 22.—Completion of the proposed Bethlehem-Lackawanna steel merger is delayed, pending an investigation, it is announced from the Attorney-General's office.

The Senate passes the House bill fixing a new basis of pay for officers and enlisted personnel of the army, navy, marine corps, coast guard, geodetic survey and public health service department.



RADIO is now within the reach of everybody

No longer is it necessary to be an expert. Radio or wireless telephone receiving sets are as simple to operate as the phonograph. "Listen in" turn a tuning knob—and anyone can enjoy the concert music, lectures, speeches, news, sermons and bed-time stories broadcasted by one of the many stations that now make it a daily and nightly business to entertain and instruct thousands who own receiving sets.

Jason Weiler & Sons, as one of the first concerns in America to become identified with the Radio-Telephone, is able to offer not only the newest and best outfits and equipment, but in selling direct—guarantees a splendid saving. Do not purchase any radio outfits without first writing Jason Weiler & Sons, for FREE Illustrated and Descriptive Price List of Radio Outfits.

Jason Weiler & Sons

(Radio Dept.)

377 Washington Street, Boston, Mass.
Mfg. Wholesale and Retail Jewelers since 1870

BECOME AN EXPERT ACCOUNTANT

Executive Accountants command big salaries. Thousands of firms need them. Only 3000 Certified Public Accountants in U. S. Many are earning \$3,000 to \$10,000 a year. We train you thoroughly by mail in spare time for C. P. A. examinations or executive accounting positions. Knowledge of bookkeeping unnecessary to begin. The course is under the personal supervision of William P. Castenholz, A. C. C. P. A., former Comptroller and Instructor, University of Illinois; also former Director of the Illinois Society of C. P. A.'s, and of the National Association of Cost Accountants. He is assisted by a large staff of C. P. A.'s, including members of the American Institute of Accountants. Low tuition fee—easy terms. Write now for information. LaSalle Extension University, Dept. 652-H, Chicago. The Largest Business Training Institution in the World

High School Course in 2 Years

You can complete this simplified High School Course at home in side of two years. Meets all requirements for entrance to college and the leading professions. This and thirty-six other practical courses are described in our Free Bulletin. Send for it TODAY.

AMERICAN SCHOOL

Dept. HA-52 Drexel Ave. & 58th St.

CHICAGO

RADIO For Everybody

Make Radio a profession instead of a plaything. You can earn big money as a Radio-trician. Learn by mail, in spare time, how to design, construct, install, repair, maintain, operate, sell and demonstrate complete radio outfits. Write for free 32-page catalog describing our course entitled, "How to Learn Radio at Home."

National Radio Institute, Dept. 1152 Washington, D. C.

BE AN ARTIST

Comics, Cartoons, Commercial, Newspaper and Magazine Illustrating, Pastel Crayon Portraits and Fashions. By Mail or Local Classes. Write for terms and list of successful students. Easy method.

ASSOCIATED ART STUDIOS, A36 Flatiron Bldg., New York.

Find out for YOURSELF how low our prices are on GENUINE ENGRAVED, STEEL DIE

EMBOSSSED STATIONERY

WRITE TODAY for samples, etc. No obligation. Copper engraved CARDS, WEDDINGS, etc., also.

HARPER ILLUSTRATING SYNDICATE, Columbus, O.

A Working Grammar

by James C. Fernald, L.H.D. English grammar presented so concisely, simply, accessibly, that it is of constant value to every one who needs practical information. Cloth, \$1.50; by mail, \$1.62.

FUNK & WAGNALLS COMPANY, Dept. 74, N.Y. Language

Be a Nurse

Learn in spare time at home
Earn \$30-\$35 a week

Every woman should learn. We train Beginners, Practical Nurses, Mothers and Religious Workers by our Fascinating Home-study Method. Leading Chicago System. Endorsed by physicians. Established 22 years.

Earn while learning
If you are over 18 and under 55 years of age write for illustrated catalog and 32 Sample Lesson Pages with FREE details of Money-Back Guarantee and FREE NURSE'S EQUIPMENT.

Become Independent

Chicago School of Nursing, Dept. 16, 421 Ashland Blvd. Chicago

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"R. E. M., Nantes, France—" (1) Give as complete a definition of the word *dialect* as is possible. (2) Is it possible to speak a Swedish dialect in the English language? (3) What was the amount of money loaned the United States by France during our Revolutionary War?"

(1) *Dialect* consists of (a) the forms of speech collectively that are peculiar to the people of a particular district or to a class of people, as distinguished collectively from other forms of the same language; a language as modified by local peculiarities; in a loose sense, a provincial mode of speech or pronunciation as differing from a literary standard.

Dialect, in the proper sense of the word, is not to be defined merely as a non-literary relative of a literary language. It is that, of course, but it is more than that. It is not based always upon distinctions of locality or degrees of education, altho in popular usage this is what is meant when *dialect* is spoken of. . . . But the word *dialect* may with equal truth be applied to the special vocabulary and phraseology of any class or profession, no matter where the members of it may have their habitat. Thus there is a lawyers' *dialect* and a stockbrokers' *dialect* and a physicians' *dialect* and a thieves' *dialect* and a *dialect* of journalism. In all these and many others there exists a swarm of words and phrases and allusions which are as far removed from the current language as the patois of a French-Canadian voyageur is removed from the precise and measured diction of an Academician. N. Y. *Commercial Advertiser*, Nov. 7, 1903, page 4.

The Irish, the Welsh, and the Erse are no other than different *dialects* of the same tongue, the ancient Celtic. BLAIR *Rhetoric*, p. 95.

(b) Any given mode or use of speech or language; phraseology.

Shakespeare's passages of passion . . . are in the very *dialect* of the present year. EMERSON *Essays, Nominalist and Realist* in second series, p. 189.

(2) One can not speak a Swedish dialect in English, but one can speak dialectal Swedish, for there are in Sweden Old Swedish, the pre-Reformation language, Modern Swedish, and several dialects. (3) Between 1777-1783 \$6,352,000 were obtained from France, \$174,000 from Spain, and \$1,304,000 from Holland. Small loans were obtained in France as early as 1777, but this is not the entire amount.

"G. E. C., Washington, D. C.—"Using the word *plead* as the present form, what is the correct word to use for the past tense, *pleaded* or *plead*? Also, when *plead* is used in the past form, is it proper to spell it *pled*, or is it to be spelled *plead* in the past as well as in the present tense?"

The spelling of *pled* for the past is not warranted and is a colloquialism. Careful speakers use *pleaded*. *Plead* is also used for the past tense as well as *pleaded*, altho the latter is the preferred form.

"A. H., Butte, Mont.—"Kindly tell me the writer's real name who writes under the name of *Lewis Carroll*. What books has he written besides 'Alice in Wonderland' and 'Through the Looking Glass'?"

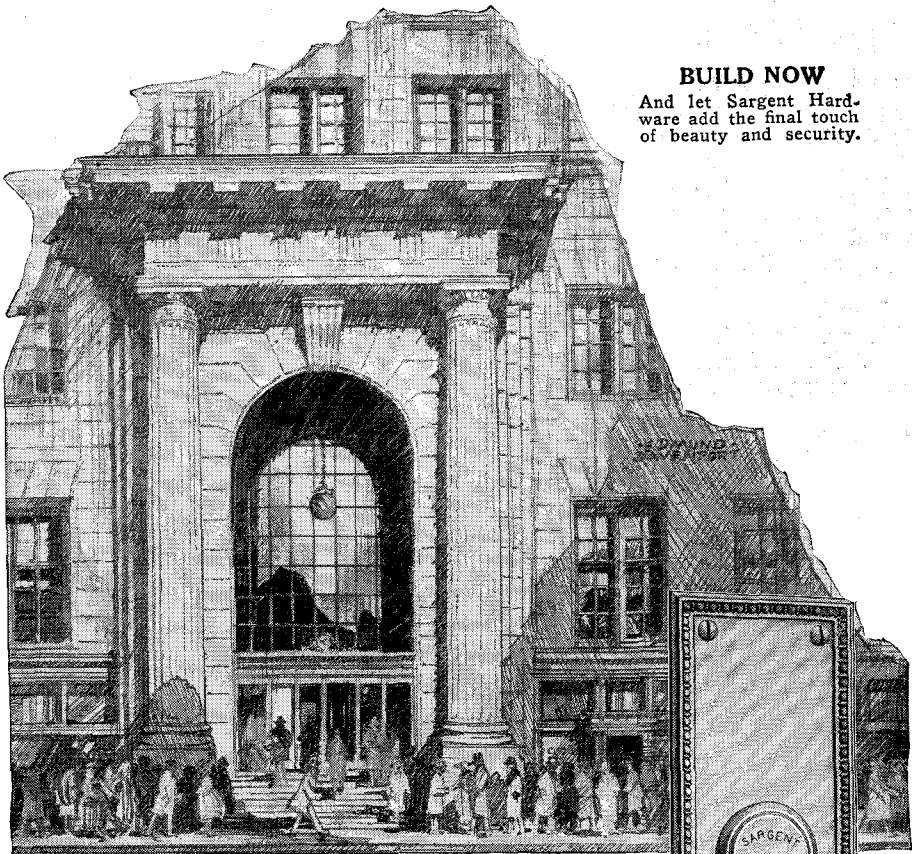
Lewis Carroll is the pen-name of Charles L. Dodgson. Besides the two works which you mention, he is the author of "The Hunting of the Snark: an Agony in Eight Fits," "Elementary Treatise on Determinants," "Phantasmagoria and Other Poems," "Euclid and His Modern Rivals," etc.

"E. E. F., Hemingford, Neb.—"Did Elihu Root receive the Nobel Prize, and if so, what for?"

Elihu Root won the Alfred B. Nobel prize for peace in 1912.

"M. I. D., Mobile, Ala.—"Is it correct, or permissible, to write the words 'in so far' together followed by 'as' in the same way that 'inasmuch as' is written?"

The phrase is correctly written *in so far as*. In this phrase, however, the *in* is redundant and meaningless. *So far as* is complete in itself as an adverbial phrase, and expresses all that is meant.



Another form of building insurance

Some buildings age gracefully, unnoticeably. Others begin to look down-at-heel after a few years of occupancy. People start to say, "They have seen their best days."

The difference is in appearance—often in details. Hardware, for example, that is bought for cheapness, usually proves an expensive bargain when its newness begins to fade. A prospective tenant may judge the entire building on the visible evidence of inferior hardware.

With Sargent Locks and Hardware you are safe. When an architect specifies "Sargent" he assures satisfaction and security that lasts as long as the building stands. That is why so many of the nation's most important public and commercial buildings are equipped with Sargent Locks and Hardware.

If you are interested in the construction of a building or a home, don't neglect the important subject of hardware. Be guided by the advice of your architect. If you would like to see some of the beautiful designs in which Sargent Hardware is made, send for the Sargent Book of Designs. There is no charge or obligation involved.

SARGENT & COMPANY

Hardware Manufacturers

40 Water Street

New Haven, Conn.



You can install Sargent Door Closers and almost forget them. They function surely and silently with little attention. There are heavy models for outside and inside use and the model illustrated above for light inside doors. Let us send you particulars.

THE • SPICE • OF • LIFE

The Saving Grace.—Good footwork is essential in boxing, we are informed. That would be our only chance with Mr. Dempsey.—*Punch (London)*.

Why They're So Busy.—"What makes girls run about the way they do?" snarls a petulant clubwoman, and a timid exchange suggests they may be trying to find their mothers.—*Kansas City Journal*.

Covered.—A policeman recently told an interviewer that visitors frequently asked him where the Strand was when he was actually standing on it. There should be a law against tourists baiting our bobbies as to their size in footwear.—*London Opinion*.

This Is no Joke.—In Maryland, we read, it is illegal for a woman to go through her husband's pockets at night. In our own country it is merely a waste of time.—*Punch (London)*.

His Consolation.—MOTORIST—"Yes, it took me about six weeks' hard work to learn to drive my machine."

PEDESTRIAN—"And what have you for your pains?"

MOTORIST—"Liniment."—*Pacific Weekly*.

Breaking It Gently.—MOLLIE (aged six)—"Mummie, I know what I'm going to give you for your birthday. A nice rose bowl."

MOTHER—"But I have one, dear."

MOLLIE—"Yes, I know, but . . . I've just broken it."—*Morning Post*.

Slightly Mixed.—Little Harold had been reading "Treasure Island" since early morning and it was only with a great deal of persuasion on the part of his mother that he finally consented to put it up when he went to bed. But his devout mother was not prepared for the variation he sprang when he was saying his prayers:

"Give us this day our daily bread—yo ho ho and a bottle of rum!"—*Portland (Ore.) Telegram*.

What Are the Best Preparations for the Ordeal, Henry?—Yet this talk with Dean's friend, unsettling somehow, seemed to rake up the whole matter afresh; now he couldn't seem to get it out of his mind. Doing about, making his preparations for a dreary hour with THE LITERARY DIGEST, George's thoughts turned back for the hundredth time.—From "Saint Teresa," by Henry Sydnor Harrison.

Merciless.—"You say that this man has a grudge against you?" demanded the judge.

"Yes, your honor," replied Bill the Beggar. "When I was blind he used to steal the pennies from my cup, and when I was a cripple he'd run down the street with my box of pencils."

"Anything else?"

"Yes, your honor. Once when I was deaf and dumb he shot off a firecracker underneath me."—*American Legion Weekly*.

Repeated History.—"That is rather an extreme gown Miss Golden is wearing. Do you notice how it is held up by a single strap over one shoulder?"

"Yes, and it reminds me of old times. I knew her grandfather when he had but one suspender and wore it just the same way."—*The Christian-Evangelist (St. Louis)*.

When K. of K. Saw a Joke.—When Kitchener of Khartoum returned from India to England by way of Japan and the United States in 1910, efforts to interview him began as soon as he set foot on these shores. His lordship abhorred publicity and detested reporters. Their enterprise

Seeing Snakes, Anyway.—GUIDE—"This is the Laocoon."

TOURIST—"Looks as if he'd got mixed up with his still."—*New York Herald*.

Bygones Are Bygones.—The geological expert who points out that ages ago, before the seas swept between them, Ireland and England were one, is advised to let the matter drop.—*Punch (London)*.

Righting a Cruel Wrong.—Burglars are now said to be carrying means of testing plate and gems. The profession has been too often imposed upon by the cheap and trashy stuff left about in some houses.—*Punch (London)*.

So Say We All.—"Is Life Possible on Everest?" asks a newspaper heading. If it is, Everest is the place for us.—*Punch (London)*.

The Kneadfuls.—To be college bred means a four-year loaf, requiring a great deal of dough, as well as plenty of crust.—*Hamburg*.

More than Willing.—"Sir, would you give five dollars to bury a saxophone player?"
"Here's thirty dollars. Bury six of 'em."—*Judge*.

Keen Competition.—It is said that sharks will not bite a swimmer who keeps his legs in motion. The difficulty of course is to keep kicking longer than a shark can keep waiting.—*Punch (London)*.

Diplomacy.—"Ten guineas! My husband would never buy me a ten-guinea hat!"

"Oh, yes, he would, my dear, if you started off by asking him for a Rolls-Royce."—*London Opinion*.

Nothing Long Drawn-Out.—"Did you interview the eminent statesman?"

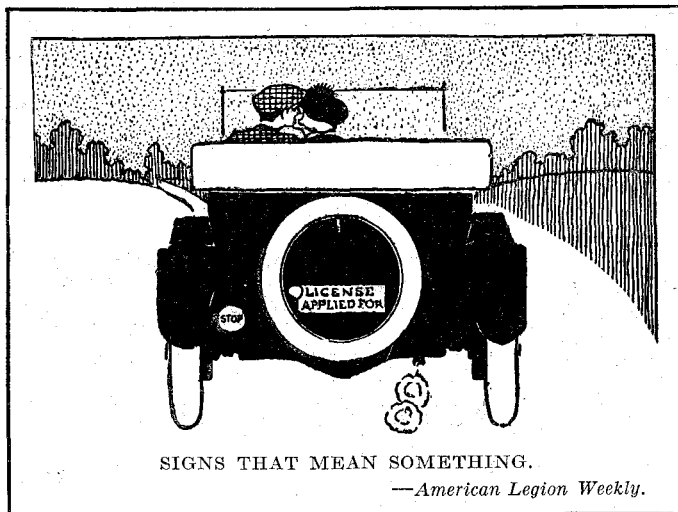
"Yes."

"What did he have to say?"

"Nothing."

"I know that. But how many columns of it?"—*Louisville Courier-Journal*.

Extraordinary Prejudice.—"If Russia is to get help," said Lloyd George, "Russia must not outrage the sentiments—call them prejudices if you like—of the world. What are those prejudices? I will name one or two, for they were all trampled on in the Russian memorandum. The first prejudice we have in Western Europe is this—if you sell goods to a man, you expect to be paid for them. The second is, if you lend money to a man, you expect he will repay you. The third is, if you go to a man who has already lent you money and say, 'Will you lend me more?' he will say, 'Do you promise to repay what I gave you?' And you say, 'No, it is a matter of principle with me not to repay.' There is a most extraordinary prejudice in the Western mind against lending any more money to that person."—From a New York Times report of the Genoa Conference.



resulted in nothing more exciting than K. of K.'s reiterated assertion that he thought the United States an amazing country—was fascinated by its people, charmed with its scenery, and bewildered by its vastness. When Kitchener's train reached the old Wells Street Station at Chicago fifty South African war veterans waited to welcome their former commander. Wearing a gray tweed suit of becoming shapelessness and a floppy golf cap, Kitchener descended the Pullman steps and was surrounded. The main thing was to get an interview and a good picture. "Sorry, can't talk," snapt Kitchener; "against orders, y'know—soldier—on duty—that sort of thing—photograph? Lord no! Can't really—sorry, y'know—awfully." Nate Meissler, the photographer, was horrified. Something must be done. Kitchener was already starting for the gate with his escort. Meissler waddled after him. "Lord!" shrieked the fat little camera-man, "Lord! Oh, my lord! Oh, dear lord! Just a minute, lord!" He chanted it like a prayer. Kitchener stared coldly at his pursuer. Suddenly the hard Kitchener lips quivered, and—epochal event!—Kitchener laughed. He literally shook. "Curious chap, that!" remarked his lordship to the escort as he strode away, still chuckling. "That's no way to address a lord," some one said to Meissler. "You should have called him your lordship." "Lord Ship or whatever else," grinned Nate. "I didn't get his name, but I got four plates." And that is how a Chicago newspaper happens to possess the only laughing picture of Earl Kitchener in the world.—*The Argonaut (San Francisco)*.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"W. B. C.," Kansas City, Kan.—"Please give me the correct pronunciation of the word *copra*—the dried meat of the coconut."

The word *copra* is pronounced *kop'ra*—o as in *not*, a as in *final*.

"C. M.," Monju, Korea.—"What is the meaning, pronunciation, and derivation of the word *runcible* as found in Edward Lear's 'The Owl and the Pussy-cat'—"

'They dined upon mince and slices of quince,
Which they ate with a *runcible* spoon?'

The word *runcible* means "Designating a spoon or fork having three broad tines: probably a variant of *runcinated*." The word is pronounced *run'si-bl*—u as in *but*, i as in *habit*. It is one of a class of words like "quangle wangle" "youghy boughy," etc., used by Mr. Lear in writing nonsense verses.

"T. J. E.," Pittsburgh, Pa.—"Can you tell me how the custom of eating eggs on Easter originated? I have looked in vain for the information in several encyclopedias."

"Because the use of eggs was forbidden during Lent, they were brought to the table on Easter Day, colored red to symbolize the Easter joy. This custom is found not only in the Latin but also in the Oriental Churches. The symbolic meaning of a new creation of mankind by Jesus risen from the dead was probably an invention of later times. The custom may have its origin in paganism, for a great many pagan customs, celebrating the return of spring, gravitated to Easter. The egg is the emblem of the germinating life of early spring. Easter eggs, the children are told, come from Rome with the bells which on Thursday go to Rome and return Saturday morning. The sponsors in some countries give Easter eggs to their god-children. Colored eggs are used by children at Easter in a sort of game which consists in testing the strength of the shells. Both colored and uncolored eggs are used in some parts of the United States for this game, known as 'egg-picking.' Another practise is the 'egg-rolling' by children on Easter Monday on the lawn of the White House in Washington."—*The Catholic Encyclopedia*.

"E. T. H.," Richmond, Va.—"In regard to the spelling of a river in the eastern part of Virginia which flows into the York, is *Mattaponi* or *Mattapony* correct?"

The correct spelling is *Mattaponi*.

"A. C. P.," San Quentin, Calif.—"In using the word *perfected* in the following, 'Love is *perfected* in us,' and 'Perfected praise,' both being Bible quotations, what is the correct pronunciation?"

The word *perfected* is correctly pronounced *pur'fekt-ed*—u as in *burn*, e's as in *get*; or *par-fekt'ed*—a as in *final*, e's as in *get*—the second pronunciation is now infrequently used by careful speakers.

"C. E. L.," Fordville, N. Dak.—The correct pronunciation of the word *safety* is *sef'ti*—e as in *prey*, i as in *habit*.

"N. L.," New York, N. Y.—"Please tell me whether *memorandums* is correct as the plural for *memorandum*? Also, what is the correct plural for *index*?"

The plural of *memorandum* is either *memoranda* or *memorandums*. The word *index* has two plurals—*indices* in the sense of mathematical or other abstract signs; *indexes* in the sense of tables of contents.

"A. P. V.," Fort Myers, Fla.—"What is the meaning of the phrase *riparian rights*?"

The phrase is defined as—"The rights, varying locally, accruing to an individual whose property borders on or contains a watercourse, river, etc., as to the use of such waters."

"M. E. L.," High Point, N. C.—The term *Pomeranian* is correctly pronounced *pom'a-re'ni-an*—o as in *not*, a's as in *final*, e as in *prey*, i as in *habit*.

every bristle
gripped
everlastingly
IN HARD RUBBER!

they
CAN'T
come
out!!



for either the
professional or
the "occasional"
painter

be
not
mislead
by
imitations

they leave
no bristles
on the job

Similarity is NOT identity!

The mere presence of a "rubbety name" on a brush does NOT make it OURS. Just the opposite. Spell out that name!

If it makes anything but "R-U-B-B-E-R-S-E-T"

you have proof positive that the brush is NOT of our manufacture.

Know the satisfaction of using only the Genuine article. Should you live in one of those rare places where RUBBERSETS are not obtainable, tell us, and we will gladly arrange to have all your wants supplied.

—they do
not crack
or fall
apart!

they
wear
down to
a stub!

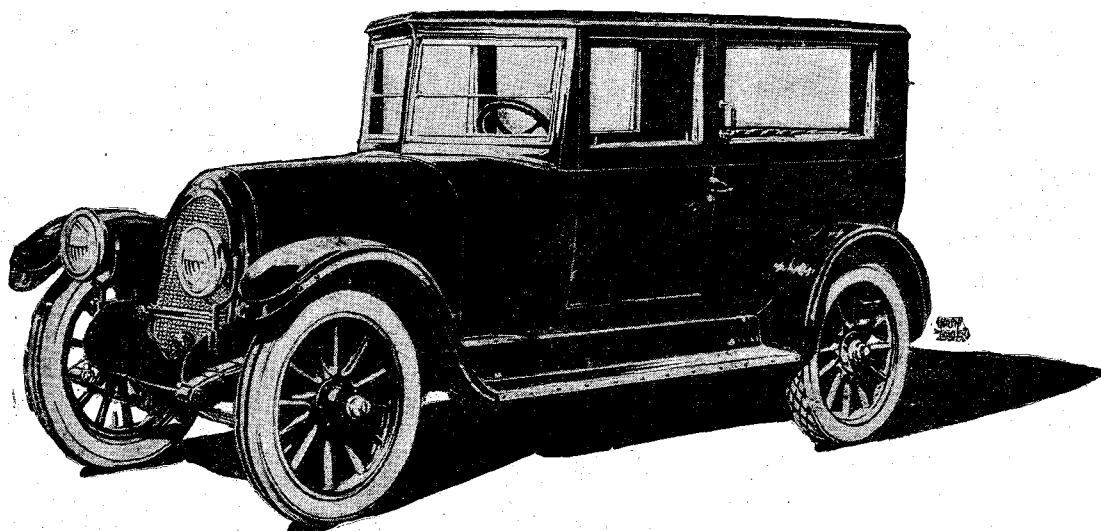
look for
the
trade
mark

accept
only the
genuine!

RUBBERSET
COMPANY
(R. & C. P. Co., Props.)
NEWARK, N.J., U.S.A.

RUBBERSET
COMPANY
LIMITED
TORONTO, CANADA

the world's standard



The FRANKLIN SEDAN

AT THE NEW PRICE

\$2850

THE finest Franklin in 20 years of quality manufacture—at the lowest price in its history, except for four months in 1916.

The first car of this type, suitable for all-round use, in America. Light, flexible and direct air-cooled—no radiator—it is more widely usable than any other car, enclosed or open. Cool in summer.

From its very beginning, the most popular enclosed car built, in proportion to total output. Last year Sedans formed 42½% of Franklin's entire production.

If you have never owned a Franklin Sedan, you do not yet know how much a car can do, how well it can do it, nor how little that service need cost.

* * *

Motorists' desire for better service made April, 1922, Franklin's biggest April. And as we go to press, still another record is broken. On May 1, over three times as many Franklins were delivered as in any previous day on record.

Touring Car \$1950 Demi-Coupe \$2100 Runabout \$1900
Demi-Sedan \$2250 Coupe \$2750 Brougham \$2750
Touring-Limousine \$3150 (All prices f. o. b. Syracuse)

FRANKLIN AUTOMOBILE COMPANY
SYRACUSE, N. Y.